



Tourer models are characterised by folding windcreens, fine leather upholstery, and side curtains which may be left in an upright position, with hood down, to serve as windbreaks. Curtain compartments are located directly back of the rear seat backs.

HONG KONG & SHANGHAI HOTELS, LTD.
(Incorporated in Hong Kong.)

China Mail

ESTABLISHED 1845.

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1/3 9/16.

No. 27,958

HONG KONG, THURSDAY, NOVEMBER 19, 1931.

PRICE \$3.00 Per Month.

In a class by itself



LEAGUE NO WISER

Paris, Yesterday.
The proceedings of the Council to-day, when Mr. Yoshizawa replied to questions in regard to treaties, were the slowest so far held, because Mr. Yoshizawa spoke in Japanese which had to be translated into English and French.

The impression gathered in League circles is that the Council did not feel very much wiser at the end of the ordeal.

Mr. Yoshizawa remained with the Council for 105 minutes. He made no speech. It is understood he is reserving his speech for the public sitting which may be held to-morrow.

More Serious Situation.
Dr. Sze left the Quai D'Orsay a few minutes before 8 o'clock to-night, and the meeting of the Council ended ten minutes or so later.

Dr. Sze spoke for an hour. After leaving the Quai D'Orsay, he said the various questions put to him by the Council he understood to be in regard to the application of treaties.

When Dr. Sze was received by the Council, he informed them that the situation in Manchuria had become very much more serious.

Far From A Settlement.

The upshot of to-day's meeting is that we are still very far from a settlement. Apart from technical difficulties, and the wide gap between the Chinese and Japanese theses the Council has also to keep step with General Daves with whom collaboration is close and complete. The most striking feature of to-day's proceedings was the proposal made by the Japanese delegation that a commission of enquiry should be despatched to Manchuria, subject to the acceptance of the five points. It is pointed out, concerning these, that the Japanese intend to adhere to their original demands.

Mr. Yoshizawa to Explain.

Mr. Yoshizawa is going to make a complete historique of the events leading up to the present situation in Manchuria, especially showing the reasons why Japan must insist on the binding recognition of China's obligation in respect of treaties between China and Japan concerning Manchuria.

Chinese Communication.

A Chinese communication, circulated through the League Secretariat to-day, refers to the alleged kidnapping of ex-Emperor Pu Yi and his escortment by the Japanese to Mukden and states that the National Government, has already declared to the League and friendly Governments that it will not recognise definite institutions established in subversion of Chinese administrative and integrity in the North Eastern Provinces occupied by Japanese troops.

Another Secret Meeting.

There is to be another secret meeting to-morrow morning.

U.S. Attitude Unchanged.

Washington, Yesterday.

An emphatic denial, that the United States Government has changed its attitude to the Manchurian dispute, has been issued by Mr. Stimson.

Commoners and the Ex-Emperor.

London, Yesterday.

The question of the ex-Emperor of China was raised in the House of Commons to-day. Captain Eden replying, said that reports had been received indicating that the ex-Emperor had proceeded from Tientsin to Mukden, but he was unable to confirm their accuracy, or state whether any attempt was being made to establish an independent government in Manchuria.—Reuter.

LOCAL SHARE MARKET.

Steady to Firm This Morning.

BUYERS PREDOMINATE.

The official summary issued by the Stock Exchange on November 19 states:
The market opened steady to firm this morning, buyers predominating.

Sales Reported.
Unions at \$430.
Underwriters at \$470.
Wharves at \$151.
Hotels (old) \$14.90.
Humphreys (new) \$17.34.
Trams at \$21 and \$21 1/4.
Ropes at \$17.
Dairy Farms at \$28 1/2.
Constructions (new) at \$2.

Byers.
Banks at \$1,575.
Unions at \$430.
Underwriters at \$470.
Rauba at \$42 1/2.
Providents (old) at \$5.10.
Providents (new) at \$2.45.
Hotels (old) \$15.
Hotels (new) at \$14 1/2.
H.K. Lands at \$80.
Humphreys (old) \$17 1/4.
Ewos at \$15 1/4.
Trams at \$21.
Star Ferries at \$91.
H.K. Electric at \$75 1/2.
Telephones (part paid) at \$26.
Ropes at \$16.90.
Dairy Farms at \$28 1/4.
H.K. Government Loan at \$2 1/2 premium.

Sellers.
Venezuelan Goldfields at \$2 1/2.
H.K. Realities at \$12.
Ewos at \$16 1/2.
China Lights at \$27 1/2.
Constructions (new) at \$2.40.

TSANG FOO VILLA MURDER TRIAL.

The Tsang Foo Villa murder trial was resumed before the Chief Justice (Sir Joseph Kemp, K.C.) this morning.

Medical Officer's Evidence.
Dr. K. H. Utley, Medical Officer in charge of the Kowloon Mortuary, gave details in respect of two post-mortems held on the bodies of two Japanese, a man and a woman. The causes of death, he said, were shock and hemorrhage following multiple injuries.

Replying to Mr. Whyte-Smith, Dr. Utley said, in his opinion, the wounds had been inflicted by some sharp instrument. He could not draw any conclusion as to what caused the bruises.

Describing the external injuries on the body of the man, Dr. Utley said the body bore numerous marks of violence. He went on to specify these and expressed an opinion as to how and with what they may have been caused.

Replying to Crown Counsel, witness said the rupture of the kidney and spleen was probably due either to a kick or a blow.

Carpenter's Evidence.

Yotaro Ikobe, a carpenter, gave evidence of the events which led up to the attack. He described how he and a lady friend, Miss Yoshi, managed to escape into the adjoining house by way of the summer house. It had been witness's intention to inform the Police, but their attempt to leave the villa was cut off by the angry mob.

The case is proceeding.

\$62 FOR A PENNY.

A Eustace Fitzjohn penny, a very small coin of the twelfth century, was sold at Glendinning's, London last month, for £62. Eustace was an adherent of the Empress Matilda. In 1133 he joined David of Scotland and fought for him at the Battle of the Standard. Later he made a truce with Stephen.

STOLEN JAPANESE PROPERTY.

Two Chinese Sent to Jail.

MAN AND WOMAN FREED.

Two of four accused, charged before the Puisne Judge (Mr. R. E. Lindsell) at the Assizes, in connection with a robbery at 567, Nathan Road, Kowloon, on September 17, were sentenced this morning. One of the accused, Wong Wah, admitted having taken part in the robbery. The other three, two men, Mok Kam and Ng Kau, and a woman, Luk Fuk, pleaded "not guilty" to charges of receiving stolen property.

A Long Story.

Mok Kam, charged with receiving a rain coat and three pieces of clothing which he pawned, blamed a man, Ah Kau (surname Khoo), and proceeded to tell a long story to the effect that Ah Kau owed him \$1.30, and when asked for the return of the money gave him the clothing to pawn saying that they belonged to a student friend of his who was ill and in need of money. He (Mok Kam), believing Ah Kau, pawned the things at a pawnshop at which he was known, giving his own name. He raised \$15 on the things and gave the money to Ah Kau who then paid him the \$1.30 owing to him. Then Ah Kau wanted him to pawn a gramophone and 30 records, but, suspecting him, he refused. However, at the urgent request of Ah Kau he got the woman (Luk Fuk) to pawn them. Ng Kau charged with receiving a clock and a camera, blamed the first accused, Wong Wah, saying that the latter hid the things, without his knowledge, in a firewood basket beneath his bed.

He called Wong Wah as a witness, and the latter corroborated this statement, saying the only things he took away at the robbery were a watch, a clock, and a camera. The watch he kept, and the clock and camera he hid in Mok Kam's wood basket.

The woman, charged with receiving a gramophone and 30 records, said she pawned them at the request of Mok Kam. She got \$20 for the things and handed the money over to Mok Kam who in turn gave it to another man.

Charge to Jury.

In his charge to the jury, his Lordship said it was not sufficient for them to believe that the prisoners must have suspected that the things were stolen; they must be satisfied that they actually knew they were stolen property.

The jury retired and on returning to Court gave the following verdicts:—

With regard to Mok Kam, a unanimous verdict of "guilty." With regard to Ng Kau, a 4 to 3 verdict of "not guilty." With regard to Luk Fuk, a unanimous verdict of "not guilty."

In discharging the woman, Luk Fuk, his Lordship said that the jury were quite right in their verdict, but, he said, the accused ought to have been suspicious about the affairs, and concluded with the caution, "Let this be a lesson to you."

His Lordship then told the jury that their 4 to 3 verdict, with regard to Ng Kau, was not a verdict, and requested them to retire again and try to bring in a 5 to 2 verdict, one way or the other. During the jury's absence, his Lordship passed sentence of three years' hard labour on the first accused.

NEWS TABLOIDS.

The goddess of good fortune is smiling not alone on Shanghai and Tientsin residents, she has been pleased to bestow a smile on Mr. W. Yu, of 15, Shelley Street, Hong Kong. He is reported to be the fortunate holder of the ticket, in the Irish Sweep drawn on the Manchester Handicap, which has drawn the horse Jacques Emile-Blanche.

At the end of yesterday's ordeal, the League Council is reported to be not very much wiser, and yet very far from a settlement. The Japanese delegation has proposed that a Commission of Inquiry should be despatched to Manchuria, subject to recognition of his five fundamental points.

Mr. Yoshizawa, it is understood, will make a statement of importance detailing why Japan insists on China recognising her obligations in respect of treaties made concerning Manchuria.

Another secret meeting of the Council was due to be held early this morning.

HONG KONG MAN'S GOOD FORTUNE.

London, Yesterday.

The horse Jacques Emile-Blanche has been drawn by ticket No. B/A X51962 in the name of W. Yu, 15, Shelley Street, Hong Kong.—Reuter.

Dr. Sze has informed the League Council, that the situation in Manchuria has grown very serious.

Mr. Stimson denies that the attitude of the U.S. towards the Manchurian dispute has changed.

Sir Harold Kittermaster succeeds Sir John Burdon as Governor and C-in-C. of British Honduras.

According to Major Hore Belisha, the Anti-Dumping Bill has not been introduced for purposes of taxation. It is intended to shelter British industrialists from sporadic and irregular importations.

British overseas trade figures for October show an increase in value of imports over September figures. The excess of imports over exports—January to October 1931—was £10,000,000 more than for the corresponding period of 1930, and over half of this increase occurred in October.

Wong Wah, who had admitted taking part in the robbery. The jury came back with a 5 to 2 verdict of "not guilty" with regard to Ng Kau and his Lordship discharged him.

Mok Kam was then charged with returning to the Colony under a deportation order of 1929 for a period of ten years. Remarking that Mok Kam was a particularly undesirable character, his Lordship passed sentence of two years for receiving stolen property, and three years for returning from banishment, the sentences to run consecutively.

THE ANTI-DUMPING BILL.

Shelter for British Industry.

NOT TAXATION.

Rugby, Yesterday.

The second reading of the Abnormal Importations Customs Duties Bill was moved in the House of Commons to-night by the Parliamentary Secretary of the Board of Trade, Major Hore Belisha, who answered Opposition arguments on constitutional grounds against the emergency powers conferred by the measure with a statement that it was not introduced for the purpose of taxation but to keep goods out. Any taxes levied would be in the nature of fines or compensations exacted at ports. The Bill was intended to shelter those engaged in British industry from sporadic and irregular importations.

The remaining stages of the Bill will be taken to-morrow. It is understood that machinery for giving effect to the Bill, set up by the Board of Trade, is ready to be put into operation at the shortest notice.—British Wireless Service.

FRENCH-GERMAN CONVERSATIONS.

Rugby, Yesterday.

In the House of Commons in answer to a question, the Under-Secretary for Foreign Affairs, Captain Eden, stated that the present negotiations between the French and German Governments were understood to relate solely to the question of procedure, namely how to adopt to present circumstances. The provision in the Young Plan for a special advisory committee to enquire into Germany's financial position.—British Wireless Service.

INDIAN ROUND TABLE CONFERENCE.

Rugby, Yesterday.

The procedure to be adopted during the remaining stages of the Indian Round Table Conference was to-day announced by Lord Sankey who presided at the meeting of the Federal Structure Committee.

Following a long interchange of views this morning discussion of reserved subjects is to be proceeded with, and at its conclusion Lord Sankey will draft the report on Army and External Relations, Commercial Discrimination and Finance to be submitted to the Committee before being sent on to the Plenary Conference for consideration. Meanwhile, the date of the Plenary Session cannot be fixed.

As a considerable section of the Committee has reserved its opinion on these subjects, the Chairman said, he was placed in a position of some difficulty in preparing the report which could not be framed in full detail.

The afternoon session was devoted to a discussion of Commercial Discrimination.

The debate was opened by Mr. Benthall.—British Wireless Service.

BRITISH HONDURAS'S NEW GOVERNOR.

Rugby, Yesterday.

The King has been pleased to appoint Sir Harold Kittermaster to be Governor and Commander-in-Chief of British Honduras in succession to Sir John Burdon. Sir Harold, since 1926, has been Governor of Somaliland.—British Wireless Service.

OVERSEAS TRADE

Rugby, Yesterday.

AEROPLANE ATTACKS MOSQUITOES.

Dusting Calcutta Breeding Places.

DEMONSTRATION FLIGHT.

An aeroplane is to play a principal part in Calcutta's fight against the mosquito menace. The plane will be used in dusting breeding places of mosquitoes with Paris Green.

The experiment has been carried out with success in some parts of the United States of America and in Italy and it is now going to be tried for the first time in India.

As a preliminary to a regular air campaign of this kind, a demonstration has been held in Majerhat, about three miles from Calcutta, when an aeroplane flew over a vast stretch of land spraying it with Paris Green.

The plane which took off from Dum Dum Aerodrome was piloted by Mr. Moylan, who had been busy for some time past remodelling the machine.

The demonstration was watched among others by Mr. E. M. Rice, Colonel Martin Leake, Dr. R. Sengor White, and Dr. R. M. Bradley.

Speaking about this campaign against Anopheles Ludlowi in the Allipore area, Dr. Bradley said that the work was being carried out by the Garden Research Anti-Malaria Association. Special funds were being provided by Messrs. Mackinnon Mackenzie and Company and the Port Commissioners to protect shipping in the port.

Insurance.
"The money we are spending must be looked upon as an insurance against sickness. Not every one unvaccinated or un inoculated will succumb even in an uncontrolled epidemic of smallpox or cholera, and yet money is spent to lessen the general as well as the individual risk."

"We decided that we could wait no longer on investigation or eventualities. It was in October, 1930, that Budget Budge 'blew up,' and so, seeing no sign of action by the Corporation, we moved on behalf of the City otherwise helpless owing to inaction by its official health guardians."

"Owing to the unreadiness of the aeroplane that alone can effectively and cheaply control these swarms, an emergency organization for hand application was hurriedly got together to do the work for the first week of the month, at least. There were available only two inspectors trained in such work, and these men had to operate with a hundred odd mill coolies completely unfamiliar at the start with what was required of them; men had to be trained as they worked."

"That the first round was completed with comparative success is due entirely to Dr. Adhikari, Assistant Malarialogist of the B.N. Railway and Assistant Secretary of the Association, who throughout the three days had entire charge of the operations. Too much credit cannot be given to Dr. Adhikari and his inspectors for what they have accomplished. A half mile circle from the importation centre at Majerhat had been treated, at an approximate cost of Rs. 950. Is this too large a sum for such an insurance?"

"Residents of Allipore who saw the Paris Green mixture being applied, often badly and wastefully we admit, must not think that by this they will be rid, even temporarily, of the mosquito nuisance. Paris Green will only kill Anopheles mosquitoes, not savage biters of the genera Culex and Stegomyia. For such oil and very detailed work is required, and in the Allipore area the Association is not out to affect this. It has neither the funds nor the organization. "It has cleared its own area of them almost entirely, and a similar Association in Allipore could accomplish the same."

A detailed review of British Overseas trade in October, published to-night by the Board of Trade, has special interest in view of Government's "Anti Dumping" Bill. Figures show that, while the increase in imports in October of this year as compared with September was £12,400,000, the average increase of October was £7,000,000. It is stated that the excess of imports over exports of merchandise in the first ten months of this year was £323,200,000 or £104,000,000 more than the corresponding figure for last year, and that of this increase in the visible adverse balance of trade over half occurred in October.—British Wireless Service.

ABSENT JUROR'S EXPLANATION ACCEPTED.

Mr. Frederick Danenberg Alves, of the China Light and Power Co., the juror who was absent when his name was called in the Puisne Judge's Court yesterday, attended Court this morning. Asked by his Lordship to explain his absence, he said that he did not receive the summons, and, in fact, did not know, until told last night by his manager, that he was to have served on the jury that day.

His Lordship pointed out that the summons was sent to the Company's office at Hok On, but Mr. Alves replied that he worked at the Sub-Station in Kowloon Tong, and the summons never reached him there. His Lordship accepted Mr. Alves' explanation and allowed him to depart.

PRODUCTION AT A LOSS.

Three Months' Coal Statistics.

During the quarter ending with the last day of June, 51,595,927 tons of saleable coal were raised in the British coalfields, 47,532,035 tons being described as disposable commercially.

The net cost of production was £38,094,540, or 13s. 11d. per ton, while the proceeds of the commercial disposals were £32,829,974, or 13s. 9d. per ton, leaving a debt of £254,566.

The number of workpeople employed was 818,718 and the total man shifts worked was 48,140,285, the output per man shift worked being 21.44 cwt. There were 8,057,871 man shifts lost which could have been worked, including absences due to sickness or accident.

WOMAN ROBBED & MURDERED.

A brutal armed robbery and murder is reported to have occurred last night at a house in Ng Kok Village, near Fung Yuen Village, Tai Po. Four men are said to have entered the house and murdered a Chinese woman named Tang Sze, a widow, aged 62. They decamped with a quantity of goods.

SMASH, BUT NOT GRAB.

Visions of a smash-and-grab raid flashed through the minds of people who, hearing a big crash, rushed to a shop at Colney Hatch Lane, Muswell Hill, London, recently. Instead they saw a woman sitting on the footpath and a broken pane of glass from the 12th by 8th window of a confectioner's shop. The woman was unhurt and explained that she had slipped on a leaf and fallen against the window with her umbrella and attaché case. She went away somewhat distressed by the accident.

It has neither the funds nor the organization. "It has cleared its own area of them almost entirely, and a similar Association in Allipore could accomplish the same."

MOTORISTS—THIS IS YOUR PAGE

FRANCE IN LEAD.

Automobile Registration in 1930.

For the first time in the history of the automobile development of automobile usage, France, in 1930, assumed the crown for the largest increase in motor vehicle circulation, displacing the United States. In 1930, France registered an addition to circulation of 178,000 cars in contrast with only 126,094 in the United States. In a comparison of percentage increases, the achievement of France stands out even more emphatically with a 13.5 per cent. rise recorded as against 4.5 per cent. for the United States.

The dozen countries of the world leading all others in new motor car registrations at the close of 1930 are as follows:

New Car Registrations.	
France	178,000
United States ..	126,100
Great Britain ..	83,700
Germany	49,700
Canada	45,600
Italy	28,000
Argentina	21,700
Belgium	17,700
Holland	17,000
New Zealand ..	16,000
South Africa ..	14,600
Sweden	14,300

There is one car in France for every 28 persons, a record for Europe. The United States has one car for every 4.6 persons,

Canada and New Zealand have 7.5 and Australia 10.

In total automobile registration, France ranks slightly behind Great Britain. French circulation gained 95,000 over English 1930 and needs only to surpass the latter by 58,000 in 1931 to reach a higher total enrollment of motor vehicles.

The five countries with largest circulation are:—

	Jan., 1931.
United States ..	26,691,000
Great Britain ..	1,558,000
France	1,500,000
Canada	1,215,000
Germany	659,000

The sharp tariff rise on automobiles passed by the French Parliament is taking severe toll on the foreign business done in that country. Production in France has fallen off about 20 per cent. on the last year.

SOMETHING NEW IN PUNISHMENT.

Bish Gee, a coloured boy who was held up for reckless driving recently got a new kind of sentence from the Judge. Detroiters are accustomed to a wide variety of punishments meted out for violation of traffic laws but one Judge in the Motor City set a new precedent. The boy was sentenced to six months' probation with the understanding that each month he must have a brake inspection to satisfy the Court as to that safety factor.

NEW PLYMOUTH.

Combination of Many Features.

The sensationally smooth acceleration, speed and roadability of the new Plymouth recently introduced to an enthusiastic public, is attributed to a combination of many features never before found in a car in the low-price field, according to the local Plymouth distributor.

In addition to Floating Power, Chrysler Motors' engineers' most revolutionary development, the new and perfected Plymouth Free Wheeling unit; Easy-Shift transmission; mechanical and vacuum controlled spark; both automatic; double-drop frame and all-steel body; there is the low car weight per cubic inch piston displacement and the high power output per cubic inch, which play an important part in Plymouth's remarkable get-away, acceleration and top speed, according to the engineers.

Floating Power completely removes that stumbling block of four-cylinder design since the beginning of the industry—vibration. Free Wheeling adds to the pleasure of motoring and effects decided saving in gas and oil and materially reduces engine wear.

Easy-Shift transmission permits quick shift from first to second at speeds up to 30 miles per hour and from second to high

and back from high to second at speeds up to 50 miles per hour. The smooth yet powerful 56-horsepower silver-dome engine pulls the car buoyantly along at speeds of 70 miles per hour and greater.

The ratio of Plymouth car-weight to cubic inch displacement and of power to cubic inch displacement conforms more nearly to the standards and present American Automobile Association regulations for racing cars, which demand such a ratio to provide maximum safety with maximum performance for this fastest class of cars in the world. It is this kind of a weight and power ratio which the new Plymouth has, according to the local distributor.

DREAM CAR.

Designed By 22 Salesmen.

At Coventry, writes Harold Pemberton in the Daily Express, I have seen a new motor-car for 1932 that has virtually been designed by 22 salesmen. It is a remarkable motor-car in many ways, and will provide one of the few remaining surprises left for the Motor Show.

It represents a motor-car salesman's dream—the type of a motor-car he would like to sell. It will be called the "S.S." The chassis and engine, which is rated at sixteen horse-power, have been made by the Standard

Many other salesmen's ideas are incorporated. They voted for a bright colour scheme. The wood panelling interior matches the bodywork. The car I saw was green externally, and the dashboard was of green wood, beautifully engraved. It remains to be seen if the salesmen's dream is the public dream.

CROSSES CONTINENT.

To complete a cross continent journey of 4,566 miles without a mishap of any kind and minus even tyre trouble is the achievement of Horace Kennedy, former chief of Halifax detectives, who drove a Chevrolet sedan from California to Halifax. He changed the oil and had the car greased every 1,000 miles but never had to add to the oil. The result of the Chevrolet's remarkable mechanical performance on such a long journey was that Mr. Kennedy arrived fresh and untired at the end of his continental trip.

ANOTHER USE FOR TYRES.

Pastidious British gardeners equip their wheelbarrows with balloon tyres to protect the lawns. Wheelbarrows so equipped also roll more easily and can be more heavily loaded.

These vessels were built on the Clyde and one on the Tyne. The total dead-weight tonnage is 86,228.

MOBILOIL.

Wandsworth Works of Vacuum Oil Co.

The Vacuum Oil Company's plant at Wandsworth and at Birkenhead are said to employ more British workers than any other in Great Britain handling high-grade lubricating oils and greases exclusively.

At Wandsworth the storage tank capacity reaches 64,000 barrels. A power house in which will be installed two alternators, each of 60 K.V.A. driven by two 75 h.p. Browett-Lindley high speed steam engine is in course of erection.

The production of greases, at Birkenhead embraces all stages of manufacture. None of the greases are imported. Practically all of the steel and wood barrels and all drums and tins used by the company are of British manufacture. The company's bulk storage tanks, of which there are large numbers at Birkenhead and Wandsworth of a total capacity of approximately 233,000 barrels, are of British construction.

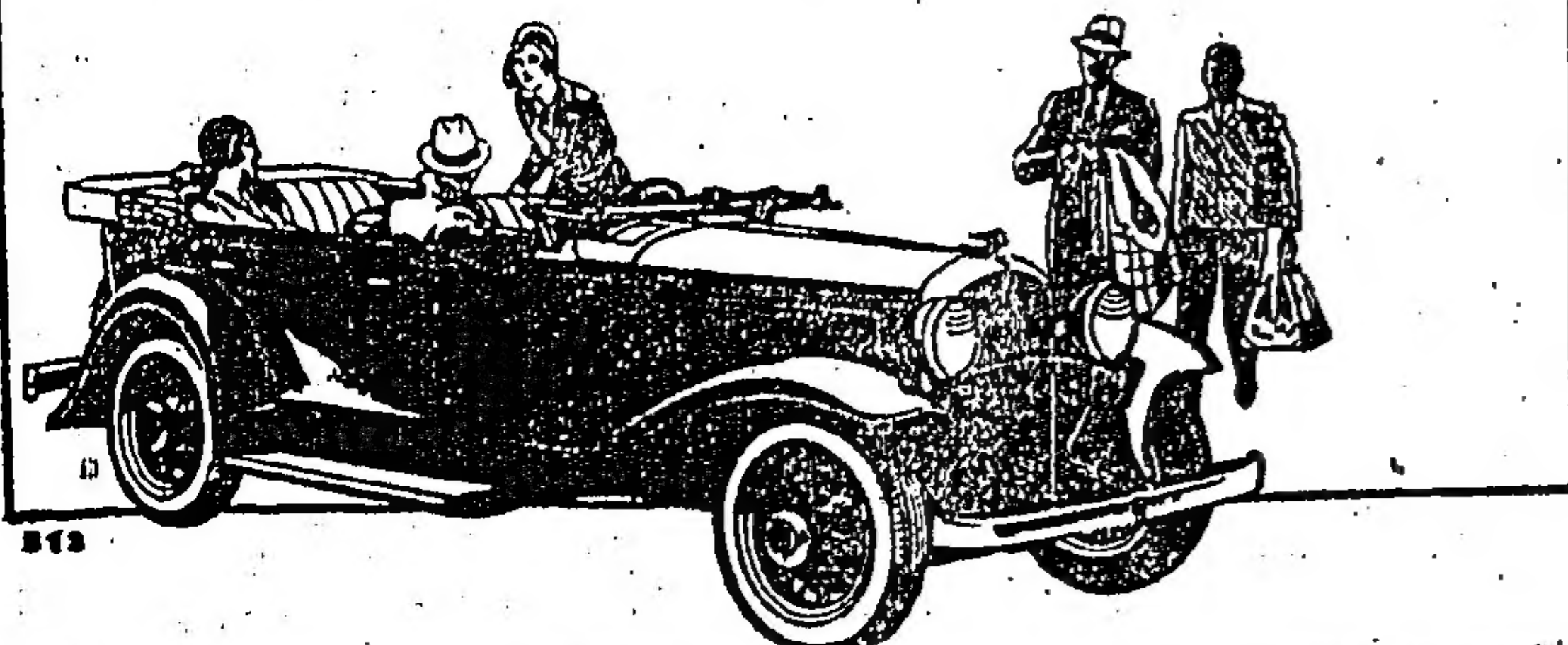
The company owns and operates eight railway tank waggon and a fleet of 32 motor lorries, 100 vans and many cars, all of which are of British manufacture. The company also owns nine British-built tank steamers flying the British flag and officered by British seamen. Eight of (Continued in preceding column.)



Turning the clock back twenty-eight years—Frank Merrill taken his test for a driver's license in Central Park, New York City, prior to starting on a 6,000 mile tour in a 1903 Cadillac which is still in excellent condition.

FREE WHEELING EASY, ECONOMICAL DRIVING

In the low-price field, the new Chrysler-Plymouth gives you *Free Wheeling*—that epochal development in smooth, easy driving and economy. With Chrysler-Plymouth *Free Wheeling* you can shift gears between all forward speeds without using the clutch. With Chrysler-Plymouth *Free Wheeling* you can save 12 to 20% on fuel and oil and 20 to 40% in engine wear.



FLOATING POWER EASY-SHIFT TRANSMISSION 56-HORSEPOWER ENGINE
HYDRAULIC INTERNAL-EXPANDING WEATHERPROOF BRAKES
SAFETY-STEEL BODIES HYDRAULIC SHOCK ABSORBERS DOUBLE-DROP FRAME

PLYMOUTH
THE SMOOTHNESS OF AN EIGHT • THE ECONOMY OF A FOUR

CARS ARE NOW ON DISPLAY

THE NATIONAL MOTOR CAR CO.

(SOUTH CHINA MOTOR CAR CO. Proprietors.)

Tel. 25644.

33, DES VOEUX ROAD C.

Tel. 25644.

NEW AUTOMOTIVE ORGANIZATION.

Canadian Automotive Chamber of Commerce is the new name of the association of automobile manufacturers formerly known as the Canadian Auto Manufacturers and Export Association. "The function of this association parallels closely that of the National Automobile Chamber of Commerce in the U.S.A. and it was felt that the adoption of a new name would be more descriptive of the association's activities," according to a statement recently issued. Most of the larger automobile manufacturers of Canada are members.

A SKID.

How To Get Out Of It.

A skid may be corrected by turning your front wheels into the direction in which the skid has taken place. In other words, if your car has swung out to the right, turn your steering over to the right.

Never over-correct the skid or wrench the wheel round violently.

Never apply your brakes. Always take your foot off the accelerator immediately the skid becomes manifest. Do not declutch.

WOMEN BUY HALF OF ALL CARS SOLD.

Surveys show that women buy about half the motor cars sold, drive them more than half the time and buy from one-third to one-half the gasoline, oil and service. There are more than 10,000,000 women drivers to-day and they actually own and operate 3,500,000 cars. The figure of 10,000,000 women is based on an average of 175 drivers for each of the 20,000,000 cars in operation and is a conservative estimate.

Motor Co., of Coventry, for the Swallow Coach Building Co.

Some time ago the leading salesmen of Henly's, Ltd., the motor-car distributors, were summoned to a conference. They were asked to state their ideas of the sort of motor-car they could most easily sell if they were given the opportunity. The "S.S." which I saw unveiled to-day in preparation for its departure to Olympia, is the result.

The salesmen were unanimous on one point: appearance is the best selling point in these days. "Give us a motor-car with a £1,000 look, but which costs £300, and life will be easy!" The new "S.S." costs £310. Whether it really has a £1,000 look or not visitors to Olympia will be able to judge. It certainly has an expensive appearance.

"What do customers imagine to be a good-looking car?" was the next question asked. The answer was: "A car that is low in build, looks slim like a young woman, has a long body, and generally looks rakish."

The new motor-car is certainly the lowest-built British car I have ever seen. Two short people can shake hands over the top, and there is ample head-room within. It is so low that footboards have been done away with.

With the sliding roof open, a short man can look down on the seats. This result is brought about by having an under-slung chassis and by placing the springs outside the chassis frame. The driving seat was also the suggestion of a salesman. It is almost an exact copy of the luxurious armchair in the board-room of Henly's occupied by the chairman, Mr. Frank Hough. "Why not put that armchair into a car?" said a salesman. So there it is.

The driver lounges back in an armchair, the steering wheel is almost in his lap, and the gear lever, by an ingenious extension, is almost where the left hand rests. The steering wheel comes below the level of the windscreen, so that vision is almost perfect.

BUYERS' GUIDE

MOTOR CARS.

- ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

- CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

- B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

MOTOR OILS.

- GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

- ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 5623.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley Co., York Bldgs. Tel. 22285.
MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

NOTES AND NEWS.

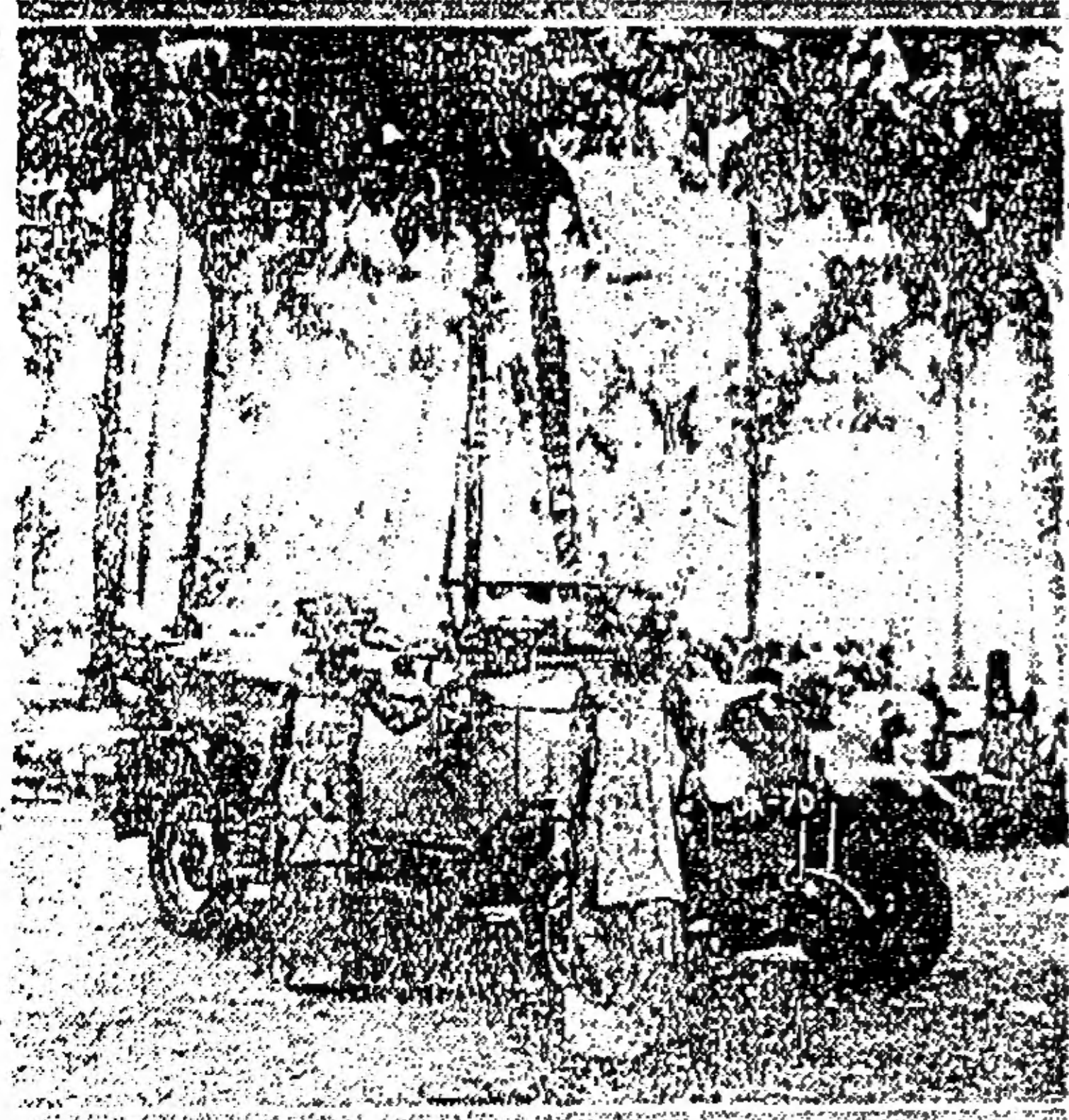
Four of the bulkiest men in a Coventry motor-car factory were sent for one day last year and seated on chairs in two ranks with comfortable spaces between them. While the right-hand man of the front rank was told to assume the attitude of a man at the steering-wheel, the others were told to loll in comfort as though passengers in the most comfortable car in the world. Then a motor-car manufacturer, with the aid of his blueprint experts and his body designer, built round them a big baby motor-car body placing it on a small chassis, which carried a small engine.

The results of this novel method of producing a light car with big-car features were seen at the twenty-fourth Paris Motor Exhibition. Its sponsors are those two remarkable young men who in a very few years have built up a great export trade for British motor-cars and stemmed the American invasion of British Dominions—Reggie and Billy Rootes. They brought over to the French capital a car which could not fail to make a stir in Continental markets. It will be sold at 27,000 francs (now about £270), a price which was fixed before the change in the value of the pound, and which is distinctly lower than that of any car in its class to be shown.

Another British motor-car manufacturer has announced a record year's business. Following the Austin Motor Company's announcement of a 26 per cent. increase in sales compared with the previous year, and a 100 per cent. dividend to shareholders, that other great pioneer of the "family" motor-car, Sir William Morris, told several hundred agents who met him at Birmingham: "The sales of our cars during the year just concluded were more than 27 per cent. greater than in any other year in our history. I am confident that they will be greater than ever in 1932, with a resulting benefit to British labour and to our national prosperity. In my opinion the position of Britain to-day is better than it has been for years." Sir William had invited agents to inspect what is probably the most revolutionary car at Olympia this year, the new Wolseley "Hornet," which has a four-door saloon body, providing ample accommodation for four tall people, and yet has only the same small wheel-base it had before. This six-cylinder car will be sold in seven different types, ranging in price from £160 to £625, a truly amazing price range, and one that marks a new era in motoring.

There are now three very important motor-car manufacturers who are offering models with alternative engines. You can get a Morris-Cowley with an 11.5 h.p. or a 14 h.p. engine, a Hillman with a 15.7 h.p. or 20.5 h.p. engine, and a Ford with a 15 h.p. or a 24 h.p. engine. When are some of our light cars coming into line with this up-to-date idea? It is based to a large extent upon export requirements, but one has every reason to believe that it also makes a strong appeal to the home market. If the notion could extend to light cars one can picture Austin, Morris, Singer and Jowett all

IN THE EAST INDIES



Two pleasure drivers of the Temple of Bali, Dutch East Indies, inspect one of the new Chevrolet touring cars.

offering 26 tax two-seaters and thus enlarging greatly the potential market for motor-cars. What we now know as "baby" cars are taxed at £8, and are able to deal with a large saloon body seating four grown-up people. Why will nobody make a real baby car capable of taking two people about at 50 m.p.h. on a £6 tax and at 60 m.p.g.?

The most attractive model come to mind if one thinks over the alternative engine idea in relation to light cars, comments a Light Car writer. Imagine a Singer Junior with the Ten engine under its bonnet, the Triumph Eight with the new 9.8 h.p. engine, the Riley Nine with the Alpine Six unit under-bored to 1.438 c.c., and the M.G. Midget with the Magna engine. Such cars would not please everyone, but all who crave for an exceptional performance, and are ready to pay a little more for it, would give them a hearty welcome. When planning their 1933 models our manufacturers might do much worse than bear the idea in mind.

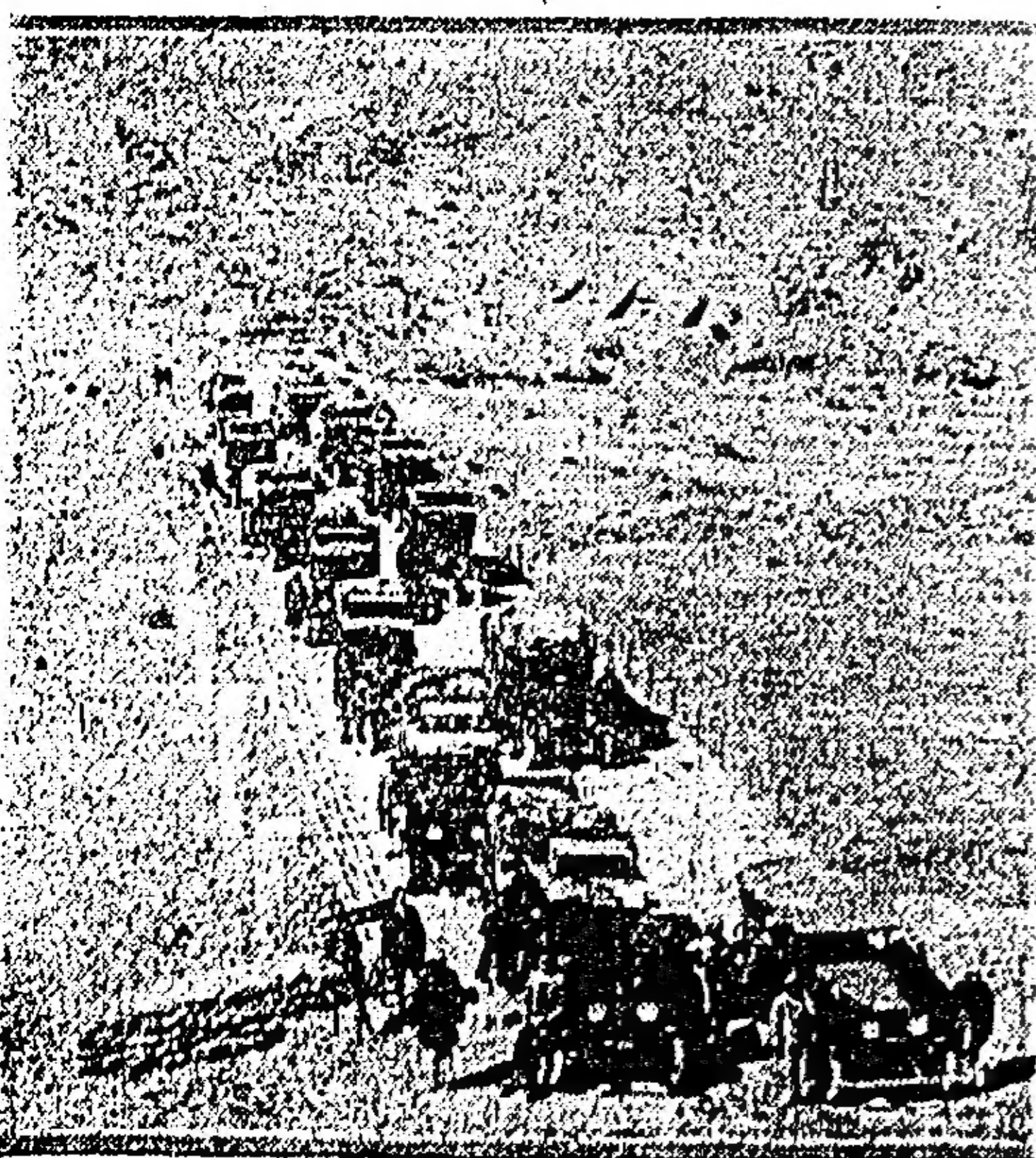
GENERAL MOTORS' OWN SHOW.

A General Motors will not participate in the forthcoming Paris Annual Automobile Salon this year, arrangements have been made for a private display of its products during Show week. Fifteen to twenty models of General Motors' cars will be on display on the first floor of the new National City Bank Building at 60 Avenue des Champs Elysees.

BUICKS JOIN THE ARMY.

The United States War Department recently purchased twenty-four Buick limousines for official use. These cars are for assignment to commanding generals at headquarters, for use in military operations requiring movement over long distances and at high speeds.

FREIGHT SERVICE IN AFGHANISTAN



Ninety-five percent of the motors driven through the Khyber Pass between Afghanistan and Punjab are Chevrolets. This convey of 11 Chevrolet Trucks and one Touring Car is loaded with merchandise for His Majesty, King Nadir Shah, en route to Kabul, capital of Afghanistan.

THREE MINUTES, PLEASE.

A lunchroom chef in Boston times his eggs by traffic lights. No one has as yet complained to the police that his eggs were too hard-boiled.

"DON'TS" FOR DRIVERS.

To the inexperienced motorist practically the whole dictionary seems to be full of "don'ts," but there is little doubt that the longer one motors the more one realises the importance of this little word. The following collection of "don'ts," varying from the safety first aspect to the welfare of the car and better driving methods, are worthy of the attention of all motorists.

Don't try to get too great a mileage out of a gallon of oil. It won't pay you. One often hears, and reads of drivers who get anything up to 5,000 miles out of a gallon of oil, and this without changing the lubricant in the sump. Nothing is said, however, about the wear which takes place in the engine under these conditions. If the motor is to have a reasonable chance of trouble-free life the oil should be changed every 1,000 miles, and, for city driving, every 500.

Don't be tempted to buy cheap, unbranded oil; it will probably turn out rather expensive in the end.

Don't neglect points that need lubrication merely because they are almost inaccessible.

Don't be afraid of gear changing. If you have not the knack of getting the lever across silently take a couple of lessons and get it. It will save you money, and will add materially to your driving pleasure.

Don't forget that you owe a measure of consideration and all reasonable courtesy to all other road users. Don't drive in such a way as to splash pedestrians or other road users with mud if it is at all practicable to avoid doing so. By keeping your wheels out of the worst pot holes and going slowly in muddy places you can avoid a lot of inconvenience to other people.

Don't reverse without previously giving yourself the "all clear."

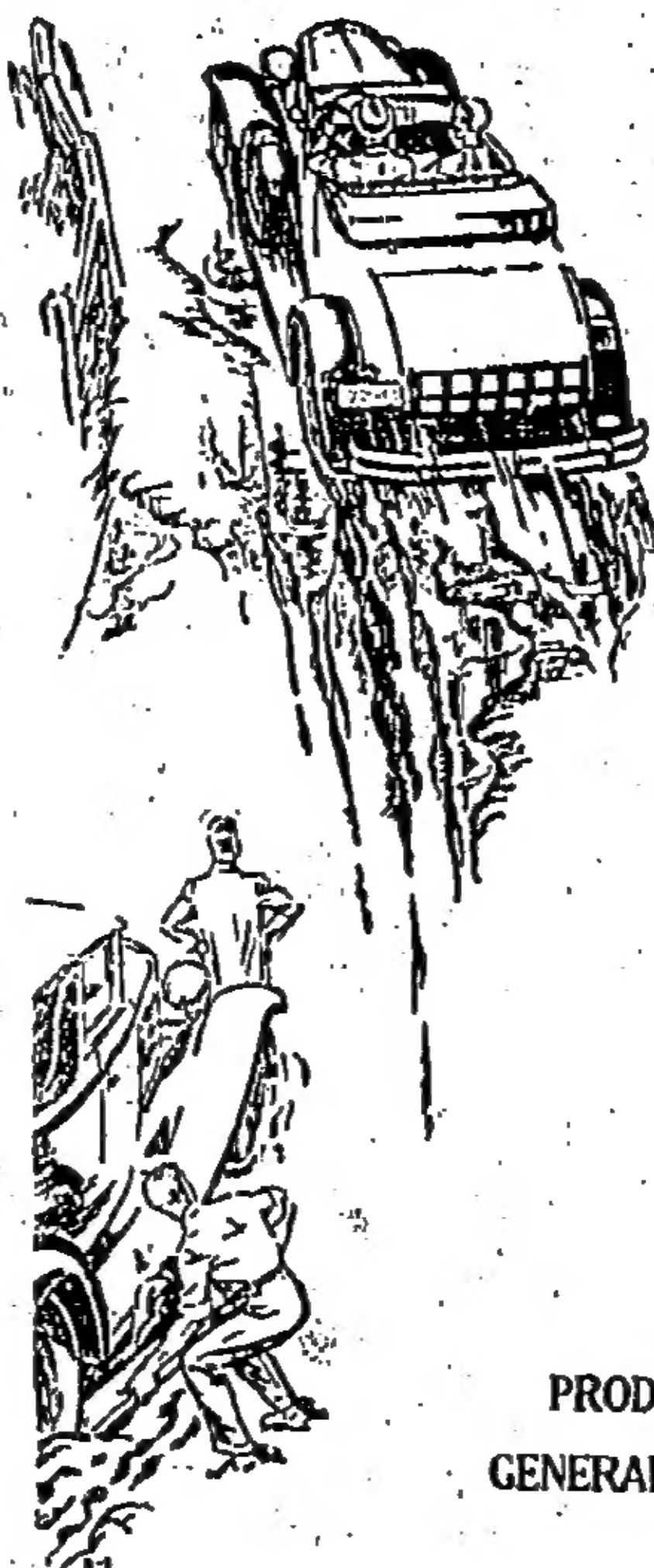
Don't forget that your personal comfort is an important factor to your safety as road-using unit.

Don't drive on one brake only. Use each alternately and gently.

Don't abuse the use of the horn, or imagine that its warning gives any automatic right of way at cross roads. All the best drivers use a minimum of such sounds, emergencies excepted, of course.

Don't overtake on corners, even if some one waves you on, or until you know from your own observation that the road is clear.

Don't play with the adjustments on your car unless you know how to do it.



Don't ENVY Buick Owners... Be One Yourself.

For a Buick is now within the reach of almost every motorist, and those thousands who have eagerly looked forward to the time when they could own a Buick, can now drive not only a Buick — but a Buick Valve-in-Head Straight Eight.

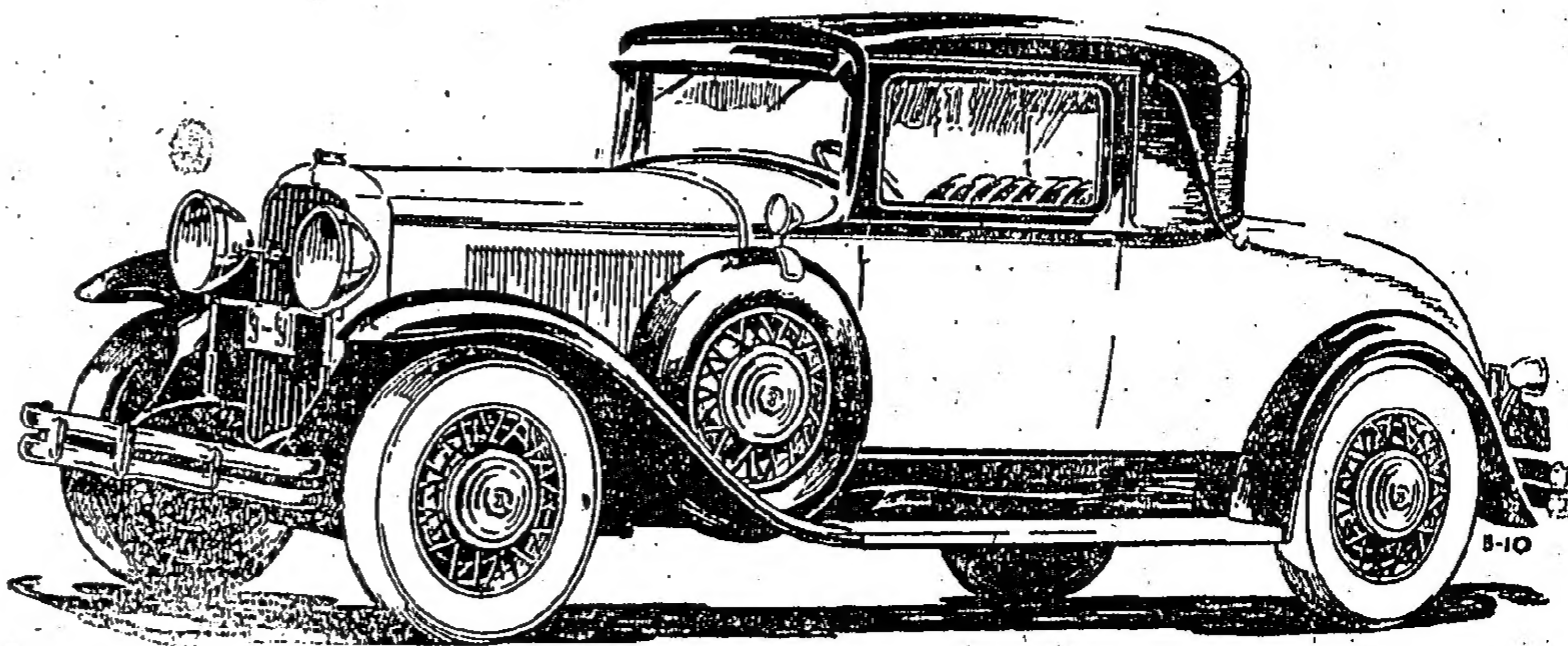
Buick Straight Eights... in four sizes and four surprisingly low price ranges... are offered in twenty luxurious models. Select yours to-day and enjoy motoring at its best in the restful, spacious comfort of Buick's incomparable Body by Fisher.

The 8 as



Builds it.

PRODUCT OF
GENERAL MOTORS.



THE DRAGON MOTOR CAR CO., LTD.

Telephone 30228.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

GOOD MILEAGE IN TEST.

Armand Vezina took a new Chevrolet from the Mont Plaisir Garage at Drummondville, Quebec, recently and after being chained to the wheel drove it for 80 hours without stopping. During that time he covered 861 miles at an average speed of between ten and twelve miles per hour. The motor never stopped running, the car was kept in motion even while refuelling. The average gas consumption was 19.15 miles per gallon, an excellent record considering the low speed and the fact that the car had previously travelled only 399 miles. After this gruelling test the car was in perfect order in every respect.

A.A.A. OFFICIALS.

Thomas P. Henry, president of the American Automobile Association and Ernest Smith, general manager and executive vice-president, sailed from New York recently for a motor tour of Europe.

Before leaving, Mr. Henry took delivery of a Cadillac V-16 in which he and Mr. Smith will travel through 10 countries. Their first stop was Stockholm. They will visit General Motors assembly plants in eight European countries.

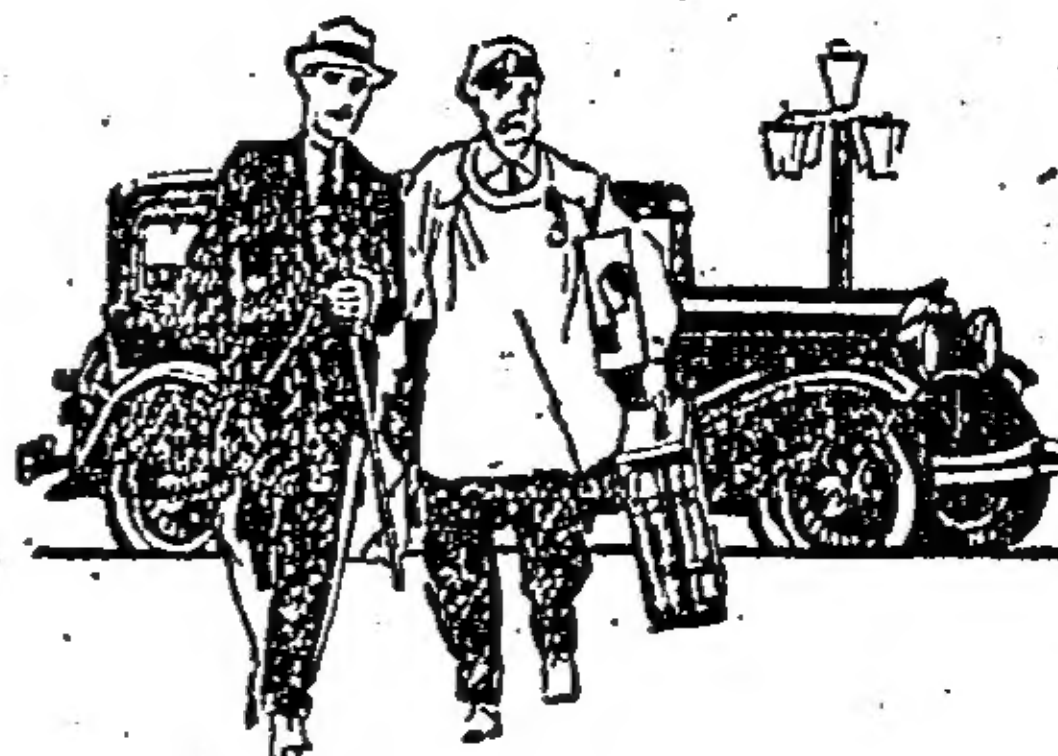
HURRY-UP.

The State of California has just passed a new traffic law forbidding motorists to drive so slowly that the reasonable flow of traffic is retarded. Traffic officers have full authority to arrest drivers who persist in holding up the movement of other vehicles on the road. It is as dangerous to drive at a speed that hinders traffic as it is to speed along the road at an excessive rate.

MOROCCO ROAD BUDGET.

The highway budget for French Morocco for 1931 will be approximately \$4,860,000 of which \$1,176,000 will be for construction of main and local roads and \$3,685,000 for maintenance purposes.

DEMAND THESE FEATURES IN THE CAR YOU BUY

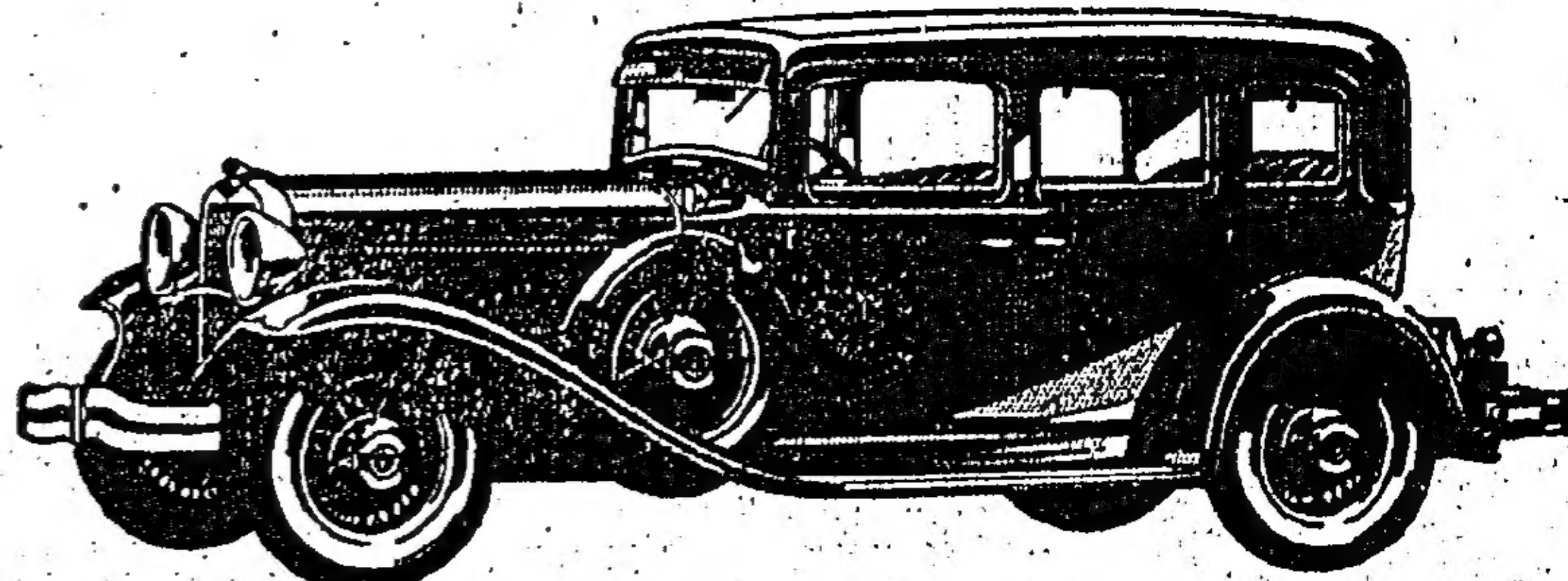


MONO-PIECE
STEEL BODY

HYDRAULIC
BRAKES

LOW CENTER
OF GRAVITY

Money cannot buy three finer safety factors than Dodge Mono-Piece Steel Bodies, Low Center of Gravity and Hydraulic Brakes. The security you get when you drive the new Dodge Six and Eight is due to these three factors. § Low center of gravity is achieved by a double-drop frame with a new-type box center which makes the chassis extremely strong and rigid. § Further lowness is contributed by the fact that the squeakless, jointless Mono-Piece Steel Body is mounted directly to the chassis without body sills... sharing the strength and steadiness of the heavy frame. § Dodge Hydraulic Brakes are always equalized. They are fully enclosed, completely weatherproof, easy to operate, sure, safe always... the most positively equalized brakes known. § These features mean protection to you, extra value for you, every minute you spend in your car.



DODGE BROTHERS
SIX AND EIGHT

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road Central.

Tel. 25644.

Tel. 25644.

KING'S THEATRE

HONGKONG'S FINEST CINEMA

SHOWING TO-DAY AT 2.30, 5.10, 7.15, & 9.30 p.m.

The BRAT

with Sally O'Neil

Allan Dinehart Frank Albertson
William Collier, Sr.
Virginia Cherrill June Collyer

A break-neck comedy with laughs
popping all over the place.



COMMENCING SUNDAY, 22nd NOV.



A WARM CORNER

STARRING LESLIE HENSON
CONNIE EDISS, HEATHER THATCHER.

A BRITISH PRODUCTION

BOOKING AT THE THEATRE

Tel. 25313.

SPECIAL THEATRE DINNER

IN
HONG KONG HOTEL
GRILL ROOM

\$4.00 Per Cover

TO-NIGHT

THURSDAY, 19th November, 1931.

From 7.30 P.M.

CURRENT SPORTING GOSSIP

CRICKET.

United Services v. Shanghai.

HARGRAVE'S SUCCESS.

SHANGHAI—1st Innings.

S. R. Kermant, b. Mirehouse	54
P. V. Simpson, c. Mair, b. Burnett	29
A. J. Barson, c. Shaw, b. Anstruther	48
R. Booth, c. Barlow, b. Burnett	28
H. J. M. Cook, c. Mirehouse, b. Anstruther	14
W. S. Elliott, c. Barlow, b. Burnett	26
T. W. R. Wilson, b. Hamilton	18
D. W. Leach, c. Shaw, b. Anstruther	46
P. Madar, not out	26
H. A. Coward, c. Barlow, b. Burnett	10
B. W. Murray, b. Anstruther	0
J. A. Isaacs, c. Younger, b. Anstruther	1
Extras (B. 24, L.B. 2)	26
Total	310

Fall of the Wickets.

1	2	3	4	5	6	7	8	9	10
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86 97 165 180 207 211 238 285 308 308

BOWLING ANALYSIS.

	O.	M.	R.	W.
Hamilton	21	5	68	1
Mirehouse	10	1	51	0
Hunting	5	0	21	0
Barlow	6	0	44	3
Burnett	13	1	39	5

SERVICES—1st Innings.

Lt. Comdr. Skyrme, c. Murray, b. Elliott	0
Lt. O. B. Younger, c. Leach, b. Elliott	4
Lt. Comdr. R. J. Shaw, b. Elliott	4
Sub. Lt. Hargrave, b. Elliott	85
Lt. A. C. Hamilton, b. Elliott	4
Lt. J. K. Macfarlane, c. Cook, b. Booth	29
Capt. Burnett, c. Murray, b. Isaacs	5
Lt. F. E. S. Barlow, c. Murray, b. Madar	49
Capt. Mair, run out	9
Lt. A. M. Anstruther, c. Wilson, b. Booth	4
Mid. Hunting, not out	8
Capt. Mirehouse, c. Kermant, b. Madar	9
Extras (B. 14, L.B. 3, W.B. 1)	18
Total	228

Fall of the Wickets.

1	2	3	4	5	6	7	8	9	10
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0 10 27 39 69 101 128 186 191 207

BOWLING ANALYSIS.

	O.	M.	R.	W.
Elliott	12	1	43	4
Wilson	10	1	22	1
Leach	10	2	39	0
Isaacs	6	0	18	1
Booth	9	1	42	2
Madar	11	0	41	2
Cook	1	0	5	0

* Bowled one wide ball.

SHANGHAI—2nd Innings.

T. W. R. Wilson, c. Macfarlane, b. Hamilton	32
J. A. Isaacs, c. Skyrme, b. Hamilton	0
H. A. Coward, c. Shaw, b. Mirehouse	10
D. W. B. Murray, b. Mirehouse	4
R. S. Elliott, c. Shaw, b. Mirehouse	16
H. J. M. Cook, not out	29
A. J. Barson, c. Shaw, b. Hamilton	5
R. Booth, b. Barlow	1
D. W. Leach, c. b. Anstruther	3
S. R. Kermant, c. Hamilton, b. Anstruther	7
P. Madar, not out	0
Extras (B. 8, L.B. 4)	12
Total (for 9 wks., dec.)	119

Fall of the Wickets.

1	2	3	4	5	6	7	8	9
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15 30 50 59 71 84 101 104 119

BOWLING ANALYSIS.

	O.	M.	R.	W.
Hamilton	9	0	43	3
Mirehouse	9	1	40	3
Anstruther	4	1	19	2
Barlow	3	0	5	1

SERVICES—2nd Innings.

Lt. O. B. Younger, b. Wilson	4
Sub-Lt. Hargrave, c. Coward, b. Leach	41
Lt. Comdr. R. J. Shaw, b. Elliott	0
Capt. Mair, c. Leach, b. Elliott	8
Lt. A. C. Hamilton, b. Wilson	11
Lt. J. K. Macfarlane, b. Elliott	2
Lt. Comdr. Skyrme, c. Coward, b. Madar	14
Lt. F. E. S. Barlow, not out	4
Lt. A. M. Anstruther, not out	9
Extras (B. 7, L.B. 2)	9
Total (for 7 wks.)	102

Capt. Burnett, Mid. Hunting, and Capt. Mirehouse did not bat.

Fall of the Wickets.

1	2	3	4	5	6	7
---	---	---	---	---	---	---

5 6 20 27 42 69 92

BOWLING ANALYSIS.

	O.	M.	R.	W.
Elliott	9	0	18	2
Wilson	10	0	35	2
Isaacs	3	1	23	1
Madar	5	0	20	1

Owing to the lack of space, Ex-

-importer's review of this match

will be published to-morrow.

CLUB "A" DEFEAT KOWLOON.

Robertson and Massey Outstanding.

KOWLOON'S PLUCKY FIGHT.

[By "Serum Hail"]

The newly-formed Kowloon Rugby Club paid their first visit to the Club ground yesterday when they were defeated by an "A" fifteen after an excellent game by three tries (9 pts.) to a try (3 pts.).

The visitors opened in grand style and went right down from the kick off to score a snap try in the far corner as the result of a brilliant forward rush led by Cogan. He gained twenty yards before the ball bounced conveniently to be handled and, after a bout of close passing along the three-quarters line, Frankham, who had come up into the line, touched down in the corner. The Club defence was taken completely by surprise and were unable to prevent a score with three men unmarked. Wilson was unable to land the goal points.

Confidence Gained.

This early score gave the visitors the confidence they required, and they played well throughout the first half. Kowloon held the lead until a few minutes before half time when a blind side movement from a scrum in their twenty-five saw Fox get over at the corner for an unconverted try. Just previous to this a kick was awarded the Club for offside play just outside the '25. Robertson had a glorious opportunity to equalise, but his kick went just wide. Kowloon should have gone further ahead when Burnett broke through, but Walters failed to gather his pass with the line at his mercy. Close marking prevented further scoring and the teams crossed over on level terms.

Early in the second half Robertson, as the result of a sole effort, forced his way over near the posts, but Johnson unaccountably failed to add the points from an easy angle. A three-quarter movement saw the Club again score when Fox passed inside to Leo, for that player to score an unconverted try. The light was falling quickly at this period of the game, and it was difficult to commence any promising movements.

Kowloon's Good Showing.

The Kowloon Club have no need to be dissatisfied with the result of their first meeting with a Club side, as they played with much better understanding than they have yet shown. The forwards played exceedingly well in the loose, having only one fault, and that a good one—over-eagerness. Time and again they over-ran the ball and found themselves not backed up sufficiently to make the position a promising one. In the tight scrums the visitors were obviously the heavier pack, but Walters could not rob Merry of the ball for the Major half of the game. In the line outs the Club were superior, Smith being prominent on account of his height. Massey, who played a spirited game for the Club, had the misfortune to be rather badly hurt in the later stages of the game after showing up as the best forward on the field. Fox lent him valuable aid in the loose and proved a versatile wing forward.

Of the Kowloon forwards Cogan was easily the best and Tittle was good in the loose. To summarise my thought regarding the Kowloon forwards—five out of the eight are rough diamonds, (if I may use the phrase in connection with Rugby football) who, when cultivated, should provide a formidable combination.

The Club halves were superior to the visiting pair and consequently a very sound three-quarter line in Fox, Robertson, Plummer and Johnson were seen in attack more than they should have been. Robertson was the outstanding player of the game; without him the Club would probably have gone down. His powers of penetration are amazing and his determination no less.

Good Handing.

Frankham played an excellent game in defence, and was every bit as good as his opposing number. What I liked about the Kowloon three-quarters was their handling. It was very clean in spite of numerous, poor passes. The Club on the

SPORTS NEWS IN BRIEF.

Cricket.

In a friendly match played at Pokfulam yesterday the University First XI scored 136 runs against the Royal Artillery's 85.

For the University A. M. Rodrigues and A. T. Lee scored 37 each while E. L. Gosano registered 18.

Bowling for the Artillery, Bryant took 8 wickets for 31 runs. Lt. Barry was top scorer for the Artillery with 23, Gosano getting five wickets for 19 runs.

The following teams will represent the Indian Recreation Club against Civil Service Cricket Club in League matches on Saturday, commencing at 2 p.m. sharp:—
1st XI (Home):—A. A. Rumjahn (captain), F. D. Pereira, A. H. Madar, A. H. Rumjahn, S. A. Ismail, O. Ismail, A. K. Minu, A. R. Minu, H. D. Rumjahn, J. S. A. Curram and A. N. Other.
2nd XI (Away):—M. R. Abbas (captain), A. R. Abbas, F. M. el Arculli, H. T. Barma, A. K. Ismail, S. Ismail, M. P. Madar, K. Nazarin, A. M. Rumjahn, A. R. Sufiad and A. S. Sufiad.
Reserve: A. H. Rumjahn.

The following will represent the Club 2nd XI against the Police on the latter's ground at 2 p.m. on Saturday, November 21:—
R. H. Dowler (captain), R. E. Divett, R. K. Hepburn, E. R. West, F. A. M. Elliott, C. E. Gahagan, C. A. Wright, P. W. J. Plummer, L. A. Whipples, L. D. Kilbee, and J. R. Ratten.

The following have been selected to represent the Civil Service Cricket Club in their matches on Saturday:—
1st Team v. Indian R.C. at Soekunpoo (League):—
B. D. Evans (captain), J. E. Richardson, G. R. Sayer, F. J. Ling, F. Baker, R. M. Wood, D. McLellan, E. W. Hamilton, W. Harrie-Walker, R. A. J. Simpson, and J. F. Macgowan.
2nd Team v. Indian R.C. at Happy Valley (League):—
H. E. Strange (captain), R. E. O. Bird, B. C. K. Hawkins, A. E. Wood, R. G. Robertson, W. H. Edmonds, S. Randle, J. M. Wilson, J. Barrow, F. Matthews, and R. H. Woodman.

Tennis.

In the semi-finals of the Open Ladies' Doubles Championship played on the United Services Recreation Club courts last evening Mrs. Keary and Mrs. James defeated Mrs. Lochner and Mrs. Dook by two sets, while Mrs. Tottenham and Miss Endle defeated Mrs. Majendie and Miss Pullam by two straight sets.

Hockey.

The following will represent the Y.M.C.A. 2nd XI team against S.W.B. at King's Park to-day at 5.10 p.m.:—
L. D. Skinner; L. Tittle, D. Watts; G. Mitchell; R. A. Bates, S. Sweet; F. Angus; W. H. Smith, E. F. Selk, J. Parker, and Andrews.

The following will represent the Hong Kong Hockey Club "A" team versus the 3/9th Jats on the Marina ground at 5 p.m. to-morrow:—
R. W. Sapsed; L. A. R. Duncan, L. F. Nicholson; F. W. Allen, E. G. Dale, B. L. Stock; A. Reinecke, R. H. D. Wade, S. Hill, G. A. Robertson, and G. F. Rees.

other hand, were poor in their handling and several good opportunities were wasted on this score.
Result:—
Club "A" 9 points
Kowloon R.F.C. ... 3 points
Teams:—
Club:—W. H. B. Rigg; W. D. Johnson, R. G. Robertson, G. A. L. Plummer, S. J. H. Fox; R. S. Lee, F. C. B. Black; Andrews, Merry, Stillard, Hartley, O'Neil, Massey, Smith and Cox.
Kowloon:—Opl. Frankham; D. Black; A. Easterbrook, G. C. Burnett, J. J. Ferguson; D. F. Kilby, L. T. S. Crozier; L. W. Tittle; A. Walters; Dr. J. E. H. Cogan, J. Riddell, S. Macnider, J. E. Wilson, S. Hardy, and Lt. Grayham.
Referee: Dr. J. H. McElroy.

MAJESTIC

TO-DAY ONLY

At 2.30, 5.00, 7.15, and 9.30 p.m.

DENNIS KING

(By arrangement with Florentine Ziegfeld)

"The Vagabond King"

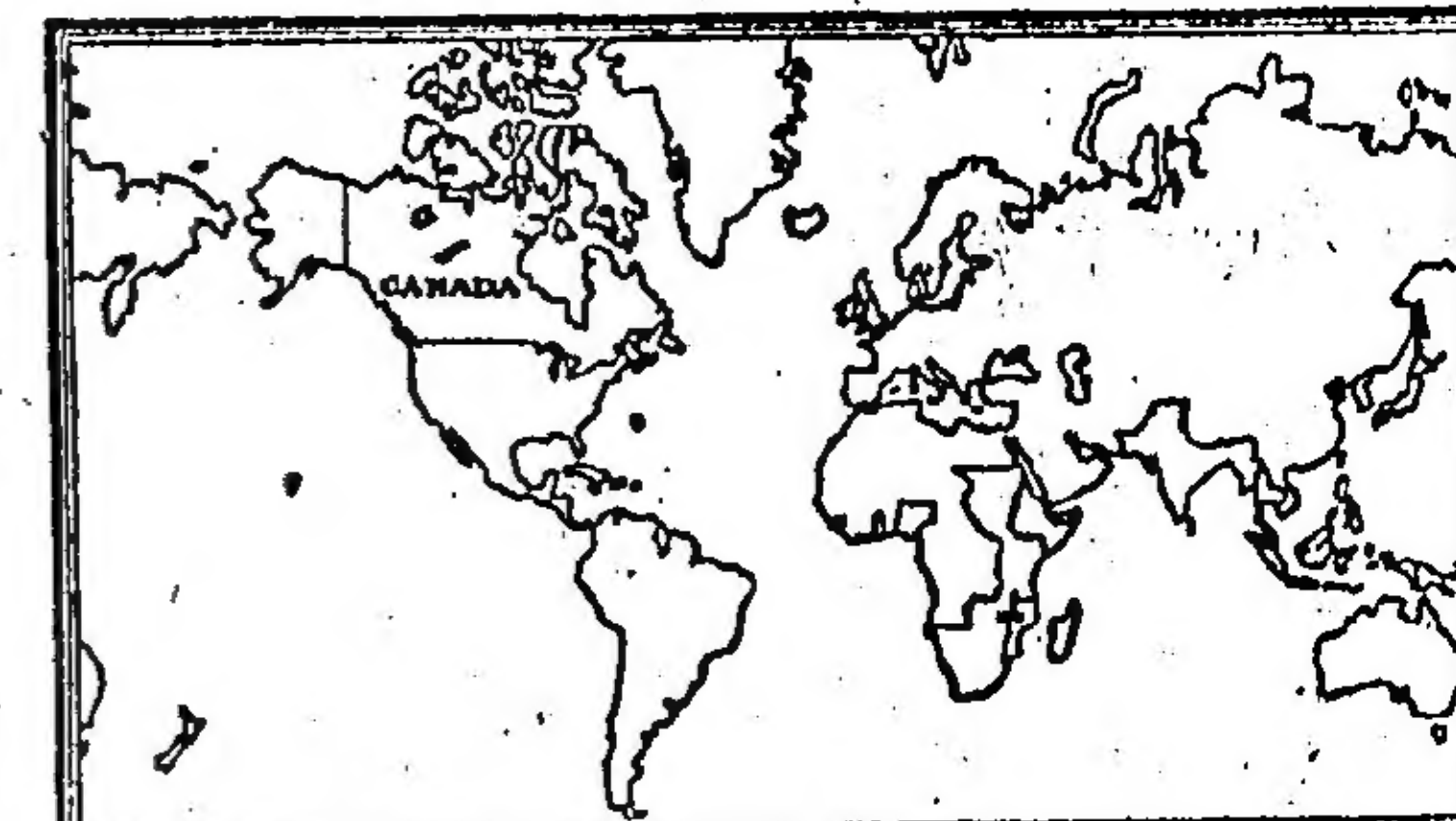


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Canton Representative—Mr. V. E. Ferrier, 27, B. C. Shambien.

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Both Local and Coastal

THE LAWN TENNIS CROWD IN ENGLAND, FRANCE, AND AMERICA

[By J. E. SAMPSON.]

The English tennis crowd is perhaps the most genuinely sporting of any. This is said in no vaunting spirit. It is easily the most orderly crowd and the most amenable to the exhortation of the umpire. Naturally the English crowd wants to see the English player win; and for many years it has been wanting. But it is generous to a degree in its acknowledgment of foreign talent. Wimbledon is unique in its atmosphere and tradition; it is also unique in the character of its crowd, and that because the meeting is not only a great sporting fixture but an outstanding social event. The social lights are not numerous in relation to the sum total of spectators, but the presence of the exalted in most prominent seats, and on occasion the advent of royalty, has a certain influence upon the crowd. The Wimbledon one, though, is of a higher class than that of other nations. This is just a plain statement of fact and not written in any derogatory spirit. The rough, noisy, and rowdy elements are just not there. At Wimbledon the player is very conscious of the spectators; they are in every sense very near, nearer than at Roland Garros or Forrest Hills.

While our own assemblage is the mildest mannered and the best behaved, it carries the defects of its virtues in that it is less exhilarating and stimulating than a cruder and more vehement one. At Wimbledon all is decorum, with the on-lookers in general keenly alive to the possibility of extracting any amusement from trifles. Thus the breaking of an umpire's voice or his confusion over a score are eagerly seized upon as a relief from tension. At Wimbledon a doubtful decision is an incident always easily controlled by the umpire. The loser is sure of his meed of praise equally with the winner, but there is not that powerful urge which is furnished by the vociferous and burning partisanship of Roland Garros and Forrest Hills.

The French Crowd. In France, at the Stade Roland Garros, the crowd is more remote from the player, and it is of a different texture from that at Wimbledon, and is certainly not a fashionable assembly. At Roland Garros there is the popular and cheaper side, where on a hot day the males sit in their shirt sleeves and are out to enjoy the tennis and themselves, and must show their enjoyment by making a noise. If

France is "on velvet" the applause is fairly distributed, may even be more partial to the visitor. But if France is in jeopardy, has her back to the wall, then the applause rather runs upon the lines of "my country, right or wrong, but my country!" Doubtful decisions occasion violent interruption, cat-calls, and whistling. The excitement is general, the air electric, and the violent emotion of the crowd is communicated to the players, who become so often just bundles of nerves. The phlegmatic and well-controlled player is little affected, so that Cochet or Lacoste remain icily aloof, merely petitioning for silence with eloquent gesture. With players of the Borotra or Perry type it is different. This type, rather the flamboyant, the baroque type, is dearly loved by the demonstrative crowd, who want a colourful personality on which to feed. One has seen Borotra appeal for silence, get it, start to serve, then stop, and turn appealingly, almost in anguish, to the gallery. The umpire's "Un peu de silence" has not been sufficiently answered. A baby is crying, and the crowd laughs. When excitement runs high the balls that shatter the lines are often the subject of loud and excited comment. The players labour under an additional strain, that of the match and their response to an overcharged atmosphere. When the Davis Cup challenge round is over, and France still holds the cup, then follows the inevitable cheering and the shower of "soft seats" into the arena.

At Forrest Hills the crowd again is largely popular; the fashion element is generally lacking. As compared with Wimbledon the course is at arm's length and the player less conscious of it, provided that nothing very exciting is taking place. The Americans are quick in adopting players, in recognising a pleasing personality, and, once having made its election, is noisy in making it known. Equally is the reverse true. Thus, one ardent "fan", not caring for the ruthless accuracy of Mrs. Wills-Moody, endeavoured to induce some variety by blowing a whistle each time she served, and calling out, "How do you like that, Helen?" writes E. J. Sampson in the Manchester Guardian. The American crowd is a generous one, with its sympathies generally with the under dog. Thus on one occasion it was loud in its expression of

favour for a steady but uninspiring "stonewaller" who was opposed to Mrs. Moody, and the champion showed herself an adept in handling mass feeling. Seeing how matters were, Mrs. Moody elected to win over that crowd, and this she did by just playing that stonewaller at her own game, but much better. Presented with an opening for a winning drive, Mrs. Moody would just lob instead. She won easily, and finished with the gallery roaring its appreciation.

Like the French, the American crowd likes a personality, a Betty Nuthall, a Fred Perry. Occasionally its demonstrations are a little embarrassing, as when it takes the form of exhortation in chorus steadily repeated, "Come on, Betty. Come on, Betty." Doubtful decisions are greeted with such shouting of conflicting opinion as not infrequently stops the game. At the end of a big match the cushions are thrown into court, as they are in France. The influence of a crowd has to be felt to be realised. If it is against you, then it calls for a definite assertion of will to fight and conquer that influence, in addition to the task which the other side of the net is presenting. If for you, then it is a tremendous stimulant. A fine day, a fine crowd, a fine match—an exciting rally and you win with a backhand down the line. The roar that greets that winner makes that moment a glittering one in life's procession, and the glitter has been provided by the crowd, the necessary adjunct and background for the great games.

FOOTBALL.

Navy's Good Win.

ARGYLLS FIRST DEFEAT.

At Sookunpoo, yesterday, in the Senior League the Navy defeated the Argylls by two goals to nil and on the run of play fully deserved their good win.

Parker scored a good goal for the Navy early in the second half and Langmead secured the other from a centre by Robertson.

Navy 2
Argylls 0

RUGBY AT HOME.

London, To-day.

The South African Rugby football team drew with Devon and Cornwall—three points each—Reuter.

The party of Bavarian mountaineers organised by Herr Paul Bauer to reach the summit of Kanchenjunga, in the Himalayas, has had to abandon the attempt at a height of 26,000ft.

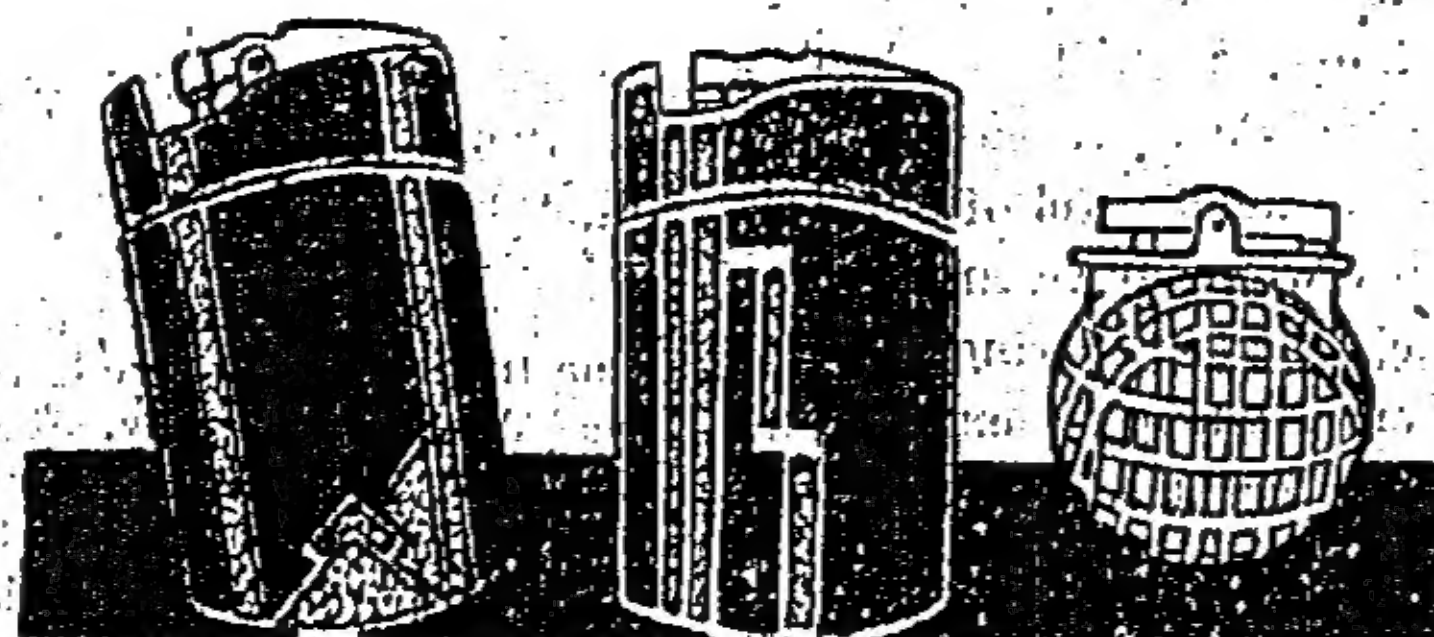
Admiral the Hon. Sir Hubert G. Brand has been appointed first and principal naval aide-de-camp to the King, in succession to Admiral Sir W. H. Cowan.

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OPEN DAILY 11 A.M. TO MIDNIGHT.

We take pleasure in offering the following special menus for the consideration of our patrons. These special menus are prepared by our expert chef.

MENU.

1. Shark's Fins with Yellow of Crabs in Special Soup.
2. Roasted Fowl Livers & Mutton Leg.
3. Steamed Fresh Mushrooms in Shrimp-Roe Gravy.
4. Stewed Duck with Greens.
5. Thick Milk Gravy with Preserved Fruits.
6. Mixed Rice in Fresh Lotus Leaf.

PRICE: — \$2 per dinner per head.

1. Shark's Fins with Yellow of Crabs in Special Soup.
2. Roasted Fowl Livers & Mutton Leg.
3. Steamed Fresh Mushrooms in Shrimp-Roe Gravy.
4. Thick Milk Gravy with Preserved Fruits.
5. Mixed Rice in Fresh Lotus Leaf.

PRICE: — \$1.50 per dinner per head.

A LA CARTE.

Single dishes can be obtained at Prices on list.
ESPECIAL.

Special dishes ready for Patron's Order at all hours.
There is a special a la carte menu in English from which patrons can order other dishes also as moderately charged as the menus. One can choose to the individual taste, either chicken, duck, awabi, shark's fins, bird's nest soup, boiled or fried garoupa, pigeons, as well as one hundred other delicacies too numerous to enumerate.

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MARRIAGE.

WALKER-WEIR.—At the Peak Church on November 18, 1931, James McLellan Walker, of Chartered Bank, to Helen Audrey Weir, of Matilda Hospital.

The China Mail

Hong Kong, Thursday, Nov. 19, 1931.

Our Unwieldy Dollar.

It does not require an academic knowledge of currency on the part of the average individual in this Colony for him to agree with that portion of the Currency Commission's report dealing with currency reforms. In considering the defects of the present system, the Commissioners declare that the first defect is that the form of currency which is the only unlimited legal tender, the silver dollar, is entirely unsuitable for that purpose. . . . there is an almost insuperable obstacle to the volume of coin expanding at all times sufficiently to meet the public needs in the cumbersome of the legal tender dollar coin. Not only is there the matter of cumbersome to be considered: there is the large number of "chopped" or defective dollars in circulation that are daily creating very great inconvenience and annoyance to the individual, whether he be a retailer or a customer, or bus or train conductor or a passenger, a ricksha puller or a "fare." Of a "chopped" or defective coin being accepted — a defect sometimes being so infinitesimal as to escape notice by any other than a man handling hundreds, if not thousands, of dollars each day — it is made the subject of a few cents discount, only for the discount, perhaps, to pass it on to an unwary customer who may be victimised again per medium of the self-game dollar! If a "chopped" or defective dollar be not accepted (and this is quite common on buses and trams) quite unnecessary inconvenience and annoyance are caused to a passenger who may have not one ten-cent piece or no bank note under the value of five dollars. The individual argues, not with-

out reason, that if the governing authorities force a silver dollar currency upon him, they should initiate some procedure to ensure that that silver dollar can pass the scrutiny of ever-suspicious retailers or conductors of public vehicles. Why should the individual be penalised for something over which he has not the slightest control — never had and never shall?

Say the Commissioners: "As it seems to be unquestionable that the Colony already contains more dollar coins than it can ever require for use in active circulation, we have sought for some automatic method of increasing the amount of notes in circulation when required. It is obvious that there are two ways in which this might be provided — either by a suitably regulated issue of Government currency notes or by altering the present conditions of issue of bank notes. The first step can be taken by the Government at its own discretion; the second requires the willing co-operation of the note-issuing banks." And so the Commissioners recommend that the legal tender status of the dollar coin be limited to \$10, and that the present note-issuing banks be made the sole unlimited legal tender, except, of course, by the banks themselves in payment of notes tendered for redemption.

Later, the Commissioners state: "We have considered whether, in view of the alteration in the status of the silver dollar, the issue of \$1 notes should be resumed; but we are definitely of opinion that this would be undesirable on grounds both of hygiene and expense." Why not, then, recommend a ban on the \$1 note in Malaya? Why not ban the circulation of copper coin, to touch some of which is repulsive and forbidding? If the silver dollar is to go — as all fervently hope it shall — why expect the individual to carry a pocketful or a handbagful of subsidiary coins which have an unhappy knack of disappearing like lightning on a shopping expedition? A fine incentive to thrift, indeed! It is hoped that the Government and the Currency Board (if ever one be

formed) will completely ignore the Currency Commissioners' reference to \$1 notes but will ensure the community a constant supply of hygienic ones. There is a happy medium between such and the mutilated fragments, pasted together, that once upon a time were permitted to do duty here. The Government or the Currency Board will be in a position to control the output of \$1 notes — and they can likewise control their replacement on the ground of hygiene!

From Other Pens.

Slowing Them Down.

The Duke of Marlborough, it is reported, has evolved a mechanical speed-reducer for the motorists who have been driving too fast over the private roads in the grounds of Blenheim Palace — "sharp bumps have been built on the straight stretches of roads, bumps which are easily negotiated at a reasonable speed, but are calculated to give a sharp jolt to any road hog." What happens if his Grace himself is in a hurry to catch a train is not explained — perhaps his chauffeur has a secret road map showing how to steer a swift but unshaken course in and out of the excesses that are liable to bump off the baser sort.

However, it has to be admitted that the idea, though undoubtedly aristocratic, is not new. It is a year or two now since Lord Cecil proposed a shallow trench right across the road at the entrance to every English village with the idea of forcing motorists to slow down. He not only proposed it, but actually introduced a real bill into the House of Lords that would have obliged local authorities to dig such trenches. The astonished but unconverted custodians of privilege would have none of it — the Bill for Better and Bigger Bumps for Village England died at birth. But some memory of it seems to have survived, and now the Duke of Marlborough applies the notion in his own domain. — Manchester Guardian.

Pocket Volumes.

Week by week, the proportions of the books arriving from Home publishing houses are noted to be less voluminous. Considering the price of books, especially when the nimble shilling (about 42½ cents) is reckoned at 60 cents, we like to get value for our money. Most of us still prefer to have our mental pabulum served up generously on big platters, but by degrees, as each learns to pick out the essential vitamins for his individual temperament, we may all become satisfied with fewer and smaller meals, daintily served. The success which is reported to be attending tentative experiments in this direction may well mean that the reaction against mere bulk has already set in. One would fancy that there ought to be a good market for pocket "thrillers." "Some books are to be tasted," wrote Paeon, "others to be swallowed and some few to be chewed and digested." None of these categories would suffer by being published in handier format. All that is wanted is thinner paper. — Pinang Gazette.

News in Brief.

For bringing into the Colony an unregistered mul-tai, Yiu Lachuen was to-day fined \$10.

The piracy report, of the affair which occurred in Chinese waters on Tuesday morning, when a number of pigs and chickens were stolen, is now considered by the Police to be doubtful.

The A. D. C. repeated its success with "Dear Brutus" at the matinee yesterday, when there was a good audience, which included many children, who were particularly delighted with the scene in the wood. It was not difficult to see that "Margaret" was a favourite with them.

Two charges, one of being in possession of 196 counterfeit ten cent pieces at Wanchai and the other of returning from banishment were preferred against Ho Tai, before the Pui-sang Judge (Mr. Justice Lind-sell) at the Assizes yesterday. The jury found him guilty on the first count, and he was sentenced to 18 months jail and two years on the second, the sentences to run consecutively.

Last night a Chinese, named Lam Wong, (48), was admitted to the Kowloon Hospital in a serious condition as the result of a fall from a window of an un-numbered house, in an unknown street.

Leung Kam, Mistress of the Tam Cheung Kee Jewellers shop No. 1, Shelley Street has reported to the Police, that Chan Sing, a workman, to whom she entrusted jewellery to the value of \$510, to be made up, has absconded.

FIRE BRIGADE.

Annual Inspection and Display.

LIST OF PRIZE WINNERS.

The annual inspection and demonstration in fire-fighting methods of the Hong Kong and Kowloon Fire Brigades was held in the Central Police Station compound yesterday afternoon, in the presence of a large number of interested spectators, which included H.E. the Governor (Sir William Peel) and Lady Peel, the Hon. Mr. W. T. Southern, the Hon. Sir Shou-son Chow, Kt., and the Hon. Dr. R. H. Kotewall, C.M.G., LL.D., and Mrs. Kotewall.

The parade was under the direction of the Chief Officer of the Brigade (the Hon. Mr. E. D. C. Wolfe, C.M.G.), whilst the demonstrations were supervised by the Superintendent (Mr. H. T. Brooks, M.I.F.E.) assisted by Messrs. J. H. Fitzhenry, G. Saunders, W. Smith, J. W. Wollard and R. Brooks.

The brigades went through a long and interesting competitive programme.

The prize-winners were:

Despatch Box Competition —

Three men, Central (1 and 2).

Two men, Kowloon, 1; Central,

2.

One man, Fireman 69, 1; Fire-

man 8, 2.

Motor Escape competition drill —

Central, 1; Kowloon, 2.

Motor pump competition — Mong-

kok, 1; Central, 2.

A demonstration of the working

of the fire motor-cycles was given

by Sub-Inspector Chester Woods

and Sgt. Bastings.

Our Sports Diary.

LOCAL

CRICKET — To-day — Kowloon C.C. v. Shanghai at the K.C.C. at 10.30 a.m.

Saturday — League I — Hong Kong C.C. v. R.A.; Indian R.C. v. Civil Service C.C.; League II — Civil Service C.C. v. Indian R.C.; Police v. Hong Kong C.C.; Friends — Kowloon C.C. v. Craigengower C.C.; Craigengower C.C. II. v. Kowloon C.C. II.

HOCKEY — To-morrow — Hong Kong Hockey Club "A" v. J. at Regiment on the Marina ground at 5 p.m.; C.B.A. v. Radio Sports Club.

FOOTBALL — Saturday — Lai Wah Cup — Civilians v. Navy.

GOLF — To-day — First round of Railway Cup (Ladies).

Sunday — Open Championship of the Colony; R.H.K.G.C. Jasper Clark Cup Competition.

TENNIS — Sunday — U.S.R.C. Mixed Doubles Tournament.

R101 MEMORIAL.

Impressive Simplicity Of Altar Tomb.

At Cardington cemetery, near Bedford, builders have removed a hoarding and revealed an altar tomb, approached by steps, above the grave of the R101 airship victims.

It is in Portland stone on a concrete base, made when the grave was filled in, and stands in a square sunken enclosure with stone coping.

At one end there is carved in relief the Royal Air Force device and the motto, "Per Ardua ad Astra." At the other appears the inscription: "Here lie the bodies of forty-eight officers and men who perished in his Majesty's airship R101 on October 5, 1930. The names, in alphabetical order, are carved on the two long faces of the tomb.

SHADOWS BEFORE

COMING EVENTS ADVERTISED IN CHINA MAIL.

Social Functions.

To-day — Entertainment by Les Dejeans and William Rimels, Peninsula Hotel "Rose" Room.

To-day — Tea Dance at Hong Kong Hotel; Dinner Dances at Peninsula and Hong Kong Hotels.

To-morrow — Cricket Interport Dinner, Hong Kong Hotel.

To-morrow — R. E. Old Comrades Association Annual Dinner, Hotel Cecil, 8 p.m.

Entertainments.
To-day — King's Theatre: "The Brat."

To-day — Queen's Theatre: "Strangers May Kiss."

To-day — Central Theatre: "Ladies of Leisure."

To-day — Majestic Theatre: "The Vagabond King;" also "Rex and Peggy."

To-day — Star Theatre: "Lord Byron of Broadway."

To-day — "Dear Brutus" by A.D.C., Theatre Royal, 9.15 p.m.

Concerts.
To-morrow — The Schneider Trio in Two Chamber Music Recitals, Helena May Institute, 9.20 p.m.

To-day — Concert; Helena May Institute, 5.30 p.m.

Home Malls.
To-day — Inward from Europe via Suez (Corfu); Outward for Europe via Siberia (Empress of Asia), 6 p.m.

To-morrow — Inward from America (Pres. Jefferson); from Europe via Siberia (Kashgar). Outward for Europe via Siberia (Corfu) 1.30 p.m.

Jumble Sale.
November 28 — Hong Kong Benevolent Society Jumble Sale, City Hall, 11 a.m.

Land Sales.
November 23 — At P.W.D. Offices two lots of Crown land, 3 p.m.

BIRKIN'S ESCAPE.

Sir Henry Birkin, the famous racing motorist, had one of the most amazing escapes of his thrilling career at Brooklands when the record-breaking Bentley owned by the Hon. Dorothy Paget, in which he was practising for the 500-mile race, caught fire at 120 miles an hour.

Sir Henry was passing the fork on the track when he found his legs enveloped in a sheet of flame. The heat was terrific but he strove desperately to keep the great blue car on a straight course until he could reach the spot a mile away where his mechanics had fire extinguishers in readiness for such a mishap.

The car gradually slowed down, but the cockpit was like a furnace, and Sir Henry had to stand up on the seat to steer. The steering wheel itself he could only hold in two fingers, as that also had become alight.

At about 20 m.p.h. he dived for the handbrake, situated over the running-board on the off-side, and in spite of the fact that the lever was nearly red-hot, he succeeded in jamming it on hard. He then set the nose of the car to the side of the track, and, jumping out, ran alongside to his mechanics and the extinguishers.

Sir Henry's shoes and overalls and even the cushions of his machines were burning fiercely, while his hands were badly blistered. But within an hour the car had been thoroughly examined and set right and he was once again at the wheel wearing gloves to protect his injuries and achieving further speeds of more than 120 m.p.h.

To-day's Thought.

You will never be considered selfish if you keep your troubles to yourself.

Ten Years Ago.

[From the "China Mail" of November 19, 1921.]

To-day's dollar is worth 2/8 %.

Although no announcement about it appeared in the papers, there was a Parliamentary election at Talook last night. It was a mock one and figured as the first item on the agenda paper of the Talook Debating Society.

Mr. D. B. Bone (Independent Labour) and Mr. J. Simpson (Coalition) were the candidates and Mr. S. Boulton, President of the Debating Society, acted as Returning Officer.

THE REPORTER

NEWSPAPER'S MOST IMPORTANT MAN.

American's View of Modern Press.

Mr. Burges Johnson, Director of Public Relations, at Syracuse University, writes in the North American Review on "The Newspaper's Lost Leadership." He asserts that the important man on any newspaper is the reporter, and until he is sound the newspapers cannot be all that they should be. Mr. Johnson says:—

"The primary functions of the newspaper are to collect, verify, and distribute the news. Entertainment features, editorial opinions, criticisms of art, drama, sports—these are all secondary to the newspaper's chief business.

"If finding and verifying the news is a first duty, the reporter becomes the most important person in the whole human structure of the Press. If his standards break down the Press breaks down. If he goes through a process of training preliminary to employment, and an office experience during his first years of employment, that stiffen his moral backbone and develop his powers, first, to discover the truth, and then to write it down clearly he is more likely to develop into the type of editor that can resist commercial pressures of every sort.

"If he finds that employment as a reporter wins the respect of the community, it will mean his own enhanced self-respect. But the public must come to look upon the reporter's badges implying a peculiar skill, a peculiar degree of trustworthiness, and a position in the community of greater dignity and responsibility than that implied by the badge of an officer of the peace.

He Distorts the Interview.

"To prove what I am saying, one need only imagine the contrary situation. A man of affairs in the community is approached by a slovenly youth who says that he represents the Press, and secures an interview, perhaps, because the man of affairs fears to refuse.

"Later there appears in type a distorted and incompetent report, in which all that was of significance is omitted, and a few phrases that will amuse, shock, or surprise a majority of readers are all that remain; and these, shorn of their context, do not represent the speaker's thought. It is obvious that one leading citizen's respect for the Press is destroyed; and the power of the Press to be of service to the community is equally weakened.

"If such a reporter as that goes, by a slow process of promotion, up to an editorial desk, he has no conception of the proper place of a newspaper in the community—so that the direction of the whole news-collecting organisation might far better be in the hands of the business manager!

"If the legal and medical professions place importance upon the personal character of apprentices, and by some process of selection attempt to weed out the morally unfit it is even more important to our communities that there should be the same weeding-out process for apprentices in journalism.

"Granting character fitness, what are the fundamentals of reportorial training? First of all must come a mind receptive to ideas, and sympathies broadened by well-directed study—'liberalising' studies that open long vistas into the crowded affairs of our present civilisation. Then must come training in the ability to see things objectively, and to interpret what has been seen without a distortion due to personal prejudice.

Three Differing Stories.

"The criticism will be advanced here that no one can report without distortion. Three men see a crime committed and are put under oath to tell all they saw, just as they saw it, and there will be three contradictory stories. Yet I would plead that as those three observers progress through a period of training in observation, and in the elimination of bias and prejudice, the three stories will come closer and closer together in essential facts.

"Training for the development of good judgment is necessary. We may deplore the fact that the public of the present day seeks entertainment rather than news, but that is, after all, the public which must be

addressed; and there is no value in any newspaper, however ably handled, if no one reads it. So the reporter must reckon with this public desire for entertainment, and learn how he may most alluringly arrange his facts, without departing from them.

"I am reminded of an episode in the day's news, happening many years ago in a little town of no special importance. An elderly maiden lady founded a small fortune in money and securities hidden away in the attic of her house. The local paper sent out to the Associated Press an item which read, 'Fortune found after a lapse of thirty years'; and it was not reprinted anywhere. A re-writer of gleanings from the news sent it out again, 'Fortune found in old hair trunk'; and this was reprinted all over the United States. Here there was not addition of any fiction, but an understanding of the value that lay in emphasising a quaint and homely fact.

"In contrast to this, I recall an episode of a midnight fire near a woman's college. The girls rushed from their dormitories in all stages of attire to watch a burning barn.

"But it was not important that a barn burned, and there is no newsworthy value in the fact that a lot of young women do not wait to put on all their day-time clothes; so a local reporter had them descending from second storey windows on knotted bed sheets.

"When reproached with the fact that there were no knotted sheets, he retorted, 'But the New York papers would not have taken the story without them.'

"The young men and young women who go out from newspaper offices to mingle with the folk in their community as verifiers of gossip—seeking authoritative sources, proving to readers that facts have been checked—must ultimately determine the strength or weakness of their paper. The editor cannot follow them on their journeys, and perhaps by the time he has discovered that one or another lacks either moral stamina or skill, irreparable harm may have been done to the cause of Truth. He must depend upon their training.

Better Type of Editor.

"Just now, of course, we have a vicious circle. The future of the newspaper depends upon the training of the reporter yet whatever standards have been established in his mind during his schooling will be overcome by practice in a shop where the editor has false standards. But one must cut the circle somewhere and it seems most reasonable to urge that a better attitude of mind must somehow begin with those who are youngest. If it can begin with the reporter, not so many years need pass before a generally better type of editor is in the picture.

"The very fact that the reporter is the keystone of the whole structure makes an optimist of me, because he is young and susceptible to training. I am an optimist also because the Press is its own shrewdest and severest critic. Sooner or later such self-analysis can lead to but one conclusion, reached by either of two routes.

"Either newspaper workers are engaged in a business or a profession. If in a business, performing a definite public service, they will unite to define their obligations to the community and demand certain guarantees; if in a profession they will unite to define and protect the standards of the profession itself.

"As a matter of individual self-preservation the newspaper must come to respect itself so much that it will require a high standard of moral and technical fitness among its apprentices; and not until then can it fully merit the respect of the community. Having regained that, it will by the very nature of its functions become again the leader of democracy."

Piers, bathing establishments, and yachting and motor-boating facilities are among the many attractions promised by a new company that intends to form a health and holiday resort on the northern shore of the Dead Sea.

CHRISTMAS PLAY.

Production by St. John's Cathedral.

"The Next Door House," a Christmas play by Margaret Cropper, is being prepared by St. John's Cathedral, and will be produced in the Cathedral Hall on Tuesday and Wednesday, December 22 and 23, at 6 p.m.

Religious drama has a long and honourable history dating from the Middle Ages, interrupted by a temporary eclipse due to Puritan influence. The kind of play being produced by St. John's Cathedral is now recognised at home as a powerful means of teaching, and is being increasingly used by the Anglican Church.

"The Next Door House," whose cast includes five adults and four children, centres about the coming of the Christ Child, with the Blessed Mother, into an English Cottage, from which goodness and hope have fled. The true spirit of Christmas is depicted with simplicity, but with great art and beauty.

Both adults and children will do well to keep one of the dates free so as to see this play.

There will be no charge for seats, but those who wish to make sure of their places should apply to the Dean, St. John's Cathedral, on or after December 1 for reservation.

THE ANTIQUITY OF CHINA.

China is the oldest continuous nation in the known world—is older than man has recorded. She has held her gates and doors barred against outside influences and people. She has conceived, developed, and carried into practice, within herself, a thoroughly organised and almost unchangeable system of laws and customs that for many centuries have made her self-sustaining and independent.

Marks of reigns prior to the authentic dynasties are visible, but recorded history does not claim them. Let us look through the door that stands ajar. What a view! What a revelation! It is not all dark, as we had supposed. The sun shines upon a vast territory that has the many climates of the globe.

The soil is rich and yields a variety of agricultural products. There are wooded lands of great value; we find the earth has its valuable treasures in mines of gold and other precious metals. There are great beds of coal and quarries of granite, marble, and jade; perhaps jewels unthought of are in China's domain. Although there are large empty riverbeds, China's water supply is not beggarly. As we look and reflect we detect the working hand of a mighty nation.

The nation differs from other nations in general and in detail. It is claimed by some recognised authorities that quite authentic events can be traced back to 3,000 years B.C. A nation of five thousand years' standing, or even of four thousand, is no child.

China has the oldest language now spoken upon the globe. Records show that this language is the mother-tongue of a far greater number of people than any other language of the past or present. It has undergone few changes; the written characters of China are over four thousand years old. They were originally cut upon strips of bamboo; these strips were then tied in bundles and each bundle was called a "book." These "books" are carefully guarded. In the Ch'in Dynasty they were burned. Some were hidden away as great treasures, but few were saved. Later, a reproduction from memory was written, but much of the quality and quantity of the former production was lost.

What can be learned of China's early history portrays a civilisation superior, at that date, to that of most parts of the outer world. Astronomy seems to have quietly, but positively, imparted an unfailing light to mankind, civilised or uncivilised, through all periods; and this unfailing light appears in the first glimpse we have of China's existence.

To-day, the world is seeking with eagerness to learn about the hitherto unknown Orient. It will be compelled to work patiently and gently, and with a good spirit, if we would learn much of China and her people—Sarah Pike Conger (Mrs. E. H. Conger), in "Letters from China."

The little 9-year-old Crown Prince Michael recently underwent an operation for tonsillitis. It was carried out by Prof. Hoffer, of Vienna, assisted by two Roumanian surgeons, and was quite successful.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 855 metres:

5-6.30 p.m.—European Programme of Victor Records.

6.30-9 p.m.—Chinese Studio Concert.

9.03-9.15 p.m.—European Programme of Victor Records.

5-5.30 p.m.—Children's Programme.

Rhythms for Children—Waltzes Nos. 1, 2 & 3 (Brahms).

Run, Run, Run—Jumping—Running Game—Air de Ballet.

Songs for Children—The Fiddle Song, Dancing Song, The Bee, The Clock, Who Has Seen the Wind?

My Old Dan, Honk Honk! Cradle Song, Soldier Boys, Wing Foo.

The Zoo—Alice Green (Soprano). Actual Song of the Canary Birds. Recorded from Riech's Aviary Bremen.

Melodies for Children—Rock-A-Bye Baby, Sweet & Low, Lullaby (Brahms).

Songs for Children—Bow-Wow-Wow! Song of the Cricket, Good Morning, The True Story, My Pony, The Frog & the Mouse, The Tailor & the Moat, The Frog He Would A-Wooing Go.

Alice Green (Soprano). 6.30-9 p.m.—Chinese Studio Concert.

9.03-9.15 p.m.—Orchestral. Zampa Overture (L. J. F. Herold arr. A. Winter).

The Continental Symphony Orchestra Directed by G. M. Dolt.

Hungarian Dance No. 5 (Brahms), The San Francisco Symphony Orchestra Directed by Alfred Hertz.

FIRING PRACTICE.

Firing will be carried out by the R.A. from forts in the vicinity of Hong Kong as under:

November 19—From Stonecutters at 7 p.m.—Area West of Stonecutters and North of Green Island.

November 23—From Lyemun at 10 a.m.—Area High Junk Bay and Tathong Channel.

November 24—From Lyemun at 7 p.m.—Area as above.

November 26—From Stonecutters at 10 a.m.—Area West of Stonecutters and North of Green Island.

November 27—From Lyemun at 7 p.m.—Area High Junk Bay, and Tathong Channel.

MR. H. G. WELLS AND THE DOCTOR'S MANDATE.

Mr. H. G. Wells, who sailed from Southampton recently in the Aquitania for New York, said:

"I think the situation of the world is very grave at the present time, and everybody ought to do some hard thinking about it. The patient is very ill. I think we ought to call in a doctor, but I do not think we ought to give a doctor's mandate to amateurs. It is a matter for people like Sir George Paish, Mr. Maynard Keynes, and other economists to work out what is wrong. Unless we consult such men we shall no more find a solution by popular excitement or electioneering than we can hope to cure a broken leg by the same means."

The purpose of Mr. Wells's visit to America is to see his new book, "The work, wealth, and happiness of mankind," through the printers' hands.

PARLIAMENTARY MAJORITIES.

The majorities of Governments since 1847 have been:—

Year	Party	Majorities
1847	Whig	1
1852	Liberal	79
1857	Liberal	43
1859	Liberal	67
1865	Liberal	128
1868	Conservative	46
1874	Liberal	82
1880	Liberal (84) and Nationalist (82)	166
1885	Unionist	114
1886	Liberal	40
1892	Unionist	152
1895	Unionist	184
1898	Liberal	266
1900 (Jan.)	Liberal	124
1900 (Dec.)	Liberal	120
1905	Coalition	293
1906	Conservative	79
1908	No Majority	—
1910	Conservative	225
1912	No Majority	—

S.P.C.A.

Further List of Subscribers.

The Honorary Treasurer desires to acknowledge with thanks the receipt of the following donations:—

Previously acknowledged \$4,075.10
European Staff of the Sanitary Department ... 59.00
His Honour Mr. Justice Lindell 5.00
\$4,139.10

HOTEL GUESTS

AT HONG KONG HOTEL.

November 18.

Mr. and Mrs. B. B. Anthony. Messrs. T. D. W. Bannister, H. Barton, Geo. E. Bird.

Mr. J. Cremers. Mr. W. J. Dymont, Mrs. Dagaoff, Mr. and Mrs. E. F. Donnelly.

Mr. F. J. Focken. Messrs. P. Goetschel, W. Gerrard.

Mr. M. L. Hau. Mrs. P. A. Johnstone, Mr. J. E. Johnstone.

Messrs. Otto Kranen, Robert Koch.

Mr. Oliver Lee. Messrs. Geo. Millis, C. Mather, I. Ming Lok, M. Michel.

Mr. and Mrs. Pritchard. Messrs. D. Ross, W. R. Ricketts, N. R. Ramsay, Mrs. T. Carr Ramsay.

Messrs. Frank Strahan, C. V. Starr.

Mr. Harry Town, Mrs. V. M. Trump, Misses Trump.

Messrs. G. C. Worrall, R. Williams, K. K. Wong, T. W. Wu, S. S. Wong.

Mr. F. Zuppi.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—

Bank, wire 1/3 1/2

Bank, on demand ... 1/3 9/16

Bank, 4 months' sight 1/3 11/16

Credits, 4 months' sight 1/4 1/4

Documentary, 4 months' sight 1/4 1/4

On Paris—

On demand 620

Credits, 4 months' sight 690

On Berlin—

On demand Nom

On New York—

On demand 24%

Credits, 60 days' sight 26%

On Bombay—

Wire 85%

On demand 85%

On Calcutta—

Wire 85%

On demand 85%

On Singapore—

On demand 55

On Manila—

On demand 48%

On Shanghai—

On demand Tls. 75%

Dollar 3% dis.

On Yokohama—

On demand 49%

Sovereigns (Bank's buying rate) 1/4 1/4

Silver (per oz.) 18 1/16

Bar Silver in Hong Kong Nom.

Copper Cash Nom.

Copper Cents 3% prem.

Rate of Native Interest 3 1/2% p.a.

Chinese Sub. Coin 25 1/2% dis.

Hong Kong Sub. Coin Par.

LONDON EXCHANGES.

Rugby, Yesterday.

Paris 96%

New York 3.77

Montreal 4.2

Brussels 27%

Geneva 19%

Amsterdam 9 13/32

Milan 78

Berlin 15%

Stockholm 18%

Copenhagen 18 5/16

Oslo 18%

Prague 127 1/4

Helsingfors 193

Madrid 44%

Lisbon 109%

Athens 310

Bucharest 65%

Rio 3 15/16

Buenos Aires 37%

Montevideo 28%

Bombay 1/6 1/4

Shanghai 2/4 3/8

Hong Kong 1/3 1/4

Yokohama 2/7 1/2

Silver Spot 18 1/16

Silver Forward 17 15/16

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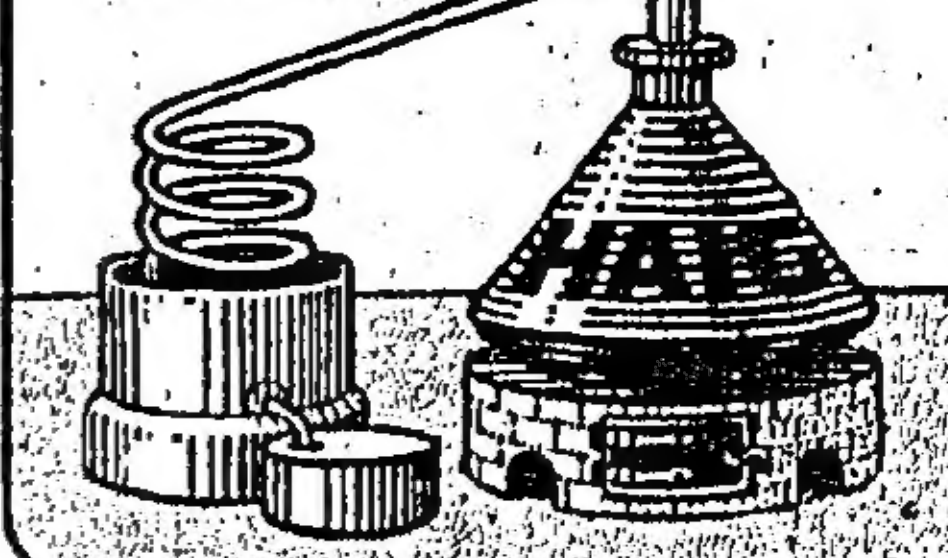
on SATURDAY, Nov. 28th at 11 A.M.

CLOTHES and HOUSEHOLD GOODS will be gratefully received at CITY HALL, on MONDAY and Thursday, from 10.30 A.M. to Noon.

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1627



STILL FIRST

1927



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HONG KONG.

STOCK	Days out	Sell- ers	Sales	Num.	Fin. year	Last dividend and when paid
Banks.						
Hong Kong Bank	1575	Dec.	Interim \$1.01 1/2-1937-38
Chartered Bank	131	Dec.	Int. 7% Sub. to 17% Jan 1931
Mercantile Bk. A.B. & C.	191	Dec.	Int. 7% Sub. to 17% Jan 1931
Bank of Asia	184	Dec.	\$8 for 1930
Insurance.						
Canton Ins.	1400	Dec.	Fin. \$2.00 1/2 for 1930
Union Ins.	490	430	Dec.	Interim \$1.00 1/2 for 1930
China Underwriters ..	41	170	Dec.	Interim \$1.00 1/2 for 1930
China Fire Ins.	680	Dec.	Final \$1.00 1/2 for 1930
H. K. Fire Ins.	1450	Dec.	Final \$1.00 1/2 for 1930
Shipping.						
Douglases	92	Dec.	Last dividend for 1930
H. K. Steamboat	95	Dec.	\$1.50 for 1930
Indo-China (Pref.)	35	Dec.	1930 ex. 2 1/2 on preference for 1924 and 1925
(Def.)	48	Dec.	Last dividend for 1930
Shells Bearer	42/0	Dec.	Final 1% Coupon No. 53
Union Waterboats	28	Dec.	\$1.00 for 1930
Mining.						
Bengoa	101	Dec.	Final 1% Coupon No. 53
Kallian Mining Ad. & Langkats (Single)	01/3	Dec.	Final 1% Coupon No. 53
S'hai Exploration	6/08	Oct.	Final 1% Coupon No. 53
Loans	2	Dec.	Final 1% Coupon No. 53
Vaub	491	Mar.	Final 1% Coupon No. 53
Venezuela Gold Fields
Docks, Wharves, Godowns, &c.						
H. K. & S. Wharves	161	...	Dec.	\$1.00 for 1930
H. K. & W. Docks	01/1	Dec.	Last dividend for 1930
South Ch. Motors (A)	10
(B)	12
China Providents (old) ..	510	Dec.	Final 1% Coupon No. 53
(new)	245	Dec.	Final 1% Coupon No. 53
Hongkew	310	Dec.	Final 1% Coupon No. 53
N. Engineering	21	Dec.	Final 1% Coupon No. 53
Shanghai Docks	95	Apr.	Final 1% Coupon No. 53
Lands, Hotels & Buildings.						
H.K. & S. Hls. (old) ..	15	...	14,800	...	Dec.	Final 1% Coupon No. 53
(new)	14	Dec.	Final 1% Coupon No. 53
H.K. Lands	80	Dec.	Final 1% Coupon No. 53
Shanghai Lands	821	Dec.	Final 1% Coupon No. 53
Humphreys (old) ..	171	Dec.	Final 1% Coupon No. 53
(new)	172	Dec.	Final 1% Coupon No. 53
H. K. Realities	19	Dec.	Final 1% Coupon No. 53
Chinese Estates	95	Feb.	Final 1% Coupon No. 53
Cotton Mills.						
Ewo Cotton	151	161	Dec.	Final 1% Coupon No. 53
Shanghai Cotton	85	Apr. and Oct.	Final 1% Coupon No. 53
Zoong Sing	12	June	Final 1% Coupon No. 53
Public Utilities.						
H. K. Tramways ..	91	...	31/11	...	Dec.	Final 1% Coupon No. 53
Peak Tram (old)	144	Apr.	Final 1% Coupon No. 53
(new)	638	Dec.	Final 1% Coupon No. 53
Star Ferries	91	Dec.	Final 1% Coupon No. 53
Yau-mat Ferries	26	Dec.	Final 1% Coupon No. 53
China Light	Dec.	Final 1% Coupon No. 53
H. K. Electric	701	Sept.	Final 1% Coupon No. 53
Macao	28	Dec.	Final 1% Coupon No. 53
Sandakan Light	12	June	Final 1% Coupon No. 53
H.K. Tel. fully paid	49	Dec.	Final 1% Coupon No. 53
part paid	20	Dec.	Final 1% Coupon No. 53
China Bus	17/90	...	Dec.	Final 1% Coupon No. 53
S'port Traction (Ord.)	19	Sept.	Final 1% Coupon No. 53
(Pref.)
Industrials.						
China Sugars	60cls.	...	Final 1% Coupon No. 53
Malabon Sugars	30	Dec.	Final 1% Coupon No. 53
Cald. Mang. Ord.	14	Dec.	Final 1% Coupon No. 53
(Pref.)	10	Dec.	Final 1% Coupon No. 53
Canton Ice	680	July	Final 1% Coupon No. 53
Cements (com.)	19,30	...	Final 1% Coupon No. 53
(old)	131	...	Final 1% Coupon No. 53
(new)	0	...	Final 1% Coupon No. 53
H. K. Ropes	16,90	...				

BRINGING UP FATHER

PANEL 1: A man sits in a chair, looking thoughtful. A speech bubble from an unseen character says: "THIS IS THE NINTH-INNING. THREE MEN ARE ON BASES. TWO MEN ARE OUT, AND BOTTOMBLY AT THE BAT. THREE BALLS AND TWO STRIKES AGAINST HIM, AND NOW-CLICK-CLICK-". A thought bubble from the man says: "THE RADIO IS A GREAT THING".

PANEL 2: The man stands up, looking confused. A speech bubble from the unseen character says: "CLICK - SORRY FOLKS AND RADIO FANS. BUT AT THIS TIME WE MUST TAKE YOU BACK TO THE MAIN STUDIO. WE REGRET THE TIME IS UP FOR BROADCASTING THE". A thought bubble from the man contains a question mark "?".

PANEL 3: The man is bent over, looking distressed. A speech bubble from the unseen character says: "WE ARE NOW BACK AT THE STUDIO. YOW WILL NOW HEAR PROFESSOR BUSH. HE WILL SPEAK ON THE LANGUAGE OF FLOWERS". A can of paint is shown flying through the air.

PANEL 4: The man stands up, looking shocked. A speech bubble from the unseen character says: "HELLO! IS THIS THE SPORTIN' EDITOR OF THE PAPER? WELL, TELL ME HOW THE BALL GAME CAME OUT!". A small box in the bottom right corner says "E. J. KENNEDY".

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	For Shanghai & Japan	For Singapore & Italy
S.S. CARIGNANO (cargo boat).....	Nov. 22	Nov. 28
S.S. GANGE (passenger boat).....	Nov. 28	Dec. 20
S.S. VENEZIA-L (pass. & cargo boat).....	Nov. 19	Dec. 20
M.V. HILDA (cargo boat).....	Dec. 14	Jan. 17
S.S. CRACOVIA (passenger boat).....	Dec. 15	Dec. 27

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ASAMA MARU	Wednesday, 9th December.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.	
HIKAWA MARU	Tuesday, 15th December.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.	
YASUKUNI MARU	Friday, 4th December.
HAKONE MARU	Saturday, 12th December.
SYDNEY & MELBOURNE via Manila & Ports.	
KITANO MARU	Saturday, 21st November.
ATSUTA MARU	Saturday, 26th December.
BOMBAY via Singapore, Penang, & Colombo.	
TOTTORI MARU	Friday, 27th November.
NAGATO MARU	Monday, 30th November.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	
GINYO MARU	Wednesday, 25th November.
NEW YORK, BOSTON via Panama.	
TAKAOKA MARU	Thursday, 10th December.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa & Marseilles.	
DAKAR MARU	Sunday, 20th December.
CALCUTTA via Singapore, Penang & Rangoon.	
RANGOON MARU	Sunday, 29th November.
BENGAL MARU	Tuesday, 8th December.
SHANGHAI KOBE & YOKOHAMA.	
ATSUTA MARU (Nagasaki direct)	Friday, 20th November.
FUSHIMI MARU	Saturday, 28th November.
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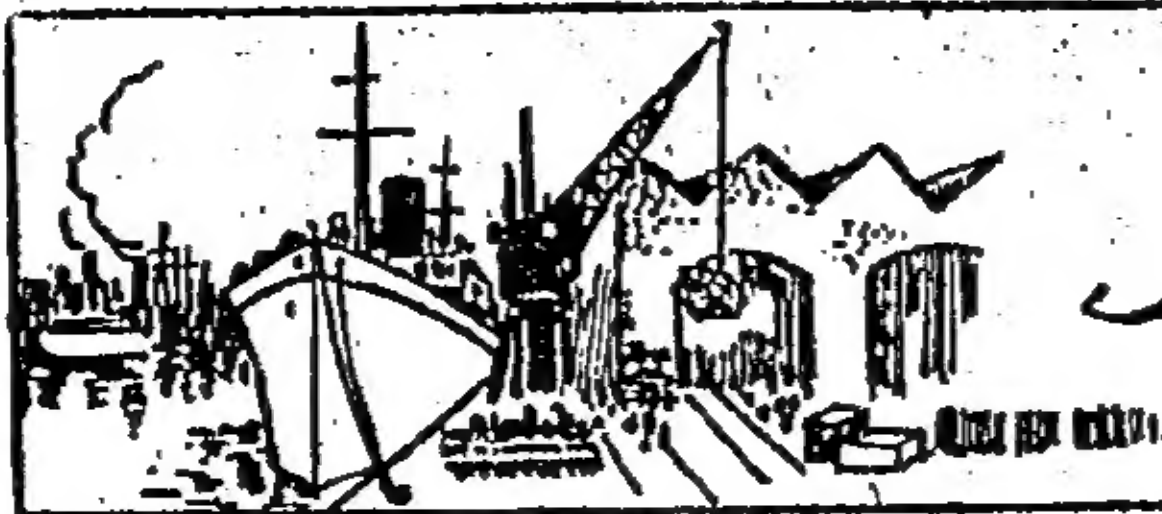
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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Montevideo Maru	Fri.,	4th Dec.
BOMBAY, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singa- pore & Colombo	Manila Maru	Sun.,	20th Nov.
BRISBANE, SYDNEY, MEL- BOURNE, AUCKLAND & WELLINGTON via Manila. JAPAN PORTS (Frequent Services).	Sydney Maru	Sun.,	6th Dec.
LONDON, HAMBURG, ROT- TERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Hamburg Maru	Sun.,	22nd Nov.
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Kwansai Maru	Sat.,	12th Dec.
BOMBAY via Singapore, Penang & Colombo	Argon Maru	Fri.,	4th Dec.
CALCUTTA via Singapore, Belawan Deli & Rangoon.	Monado Maru	Thurs.,	26th Nov.
HAIPHONG via Hanoi	Canton Maru	Sun.,	22nd Nov.
KEELING via Swatow & Amoy (3 p.m. every Sun- day).	Hozan Maru	Sun.,	20th Nov.
TAKAO via Swatow & Amoy (Fortnightly).	Dell Maru	Thurs.,	3rd Dec.

For further particulars please apply to—
OSAKA SHOSHEN KAISHA.
Telephone 28081.



Shipping Intelligence

ARRIVALS OF SHIPS.

Tuesday, November 17.
Klungchow, British str., 1,645 tons,
Capt. R. Allison, from Hol-
low, buoy No. B20.—B. & S.

Koromiko, British str., 1,541 tons,
Capt. E. Jones, from Kamia,
Stonecutters Anchorage.—Sze
Wai & Co.

Wednesday, November 18.

Canton Maru, Japanese str., 1,647
tons, Capt. Y. Iwasaki, from
Swatow, buoy No. B24.—O.S.K.

Chinhua, British str., 1,363 tons,
Capt. D. Williams, from Can-
ton, buoy No. B15.—B. & S.

Cremor, Dutch str., 2,784 tons,
Capt. G. J. Harmsen, from
Swatow, buoy No. A15.—
J.C.J.L.

Empress of Asia, British str.,
8,833 tons, Capt. L. D. Douglas,
from Manila, Alon Wharf.
—C.P.S.

Haiyang, British str., 1,363 tons,
Captain Erwin, from Swatow,
Douglas Wharf.—D. L. & Co.

Hydrangea, British str., 561 tons,
Captain P. W. Grierson, from
Swatow, Chin On Wharf.—
Chiu On & Co.

Kingyuan, British str., 1,546 tons,
Capt. J. Taylor, from Swatow,
buoy No. B3.—B. & S.

Kronviken, Norwegian str., 1,362
tons, Capt. T. Kvamme, from
Amoy, buoy No. C6.—Yong
Hong Loong.

Shelton, American str., 3,770 tons,
Captain G. E. Pranka, from
Hondagua, buoy No. A3.—
States & Co.

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final port of call to which the option
extends.

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Goods have left the Godowns, and all
Goods remaining undelivered after the
23rd inst. will be subject to rent.
All claims against the vessel must
be presented to the Underwriter on or
before the 2nd prox., or they will
not be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
23rd inst. at 10 a.m. by our surveyors,
Messrs. Goddard & Douglas.

No Fire Insurance has been effect-
ed.
Bill of Lading will be countersigned
by

DODWELL & CO., LTD.,
Agents.

Hong Kong, 17th November, 1931.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO' ANTWERP,
LONDON AND STRAITS.

The Steamship

"BENLAVERS"

Consignees of cargo are hereby in-
formed that all goods are being land-
ed at their risk into the hazardous
and/or extra hazardous Godowns of
The Hong Kong & Kowloon Wharf and
Godown Co., Ltd. whence and/or from
the wharves delivery may be obtained.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
10th instant will be subject to rent.
All claims against the steamer must
be presented to the Underwriter on or
before the 3rd December, or they will
not be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
18th instant at 10 a.m. by Messrs.
Goddard & Douglas.

No Fire Insurance has been effect-
ed.
Bills of Lading will be countersign-
ed by
GIBB, LIVINGSTON & CO., LTD.
Agents.
Hong Kong, 12th November, 1931.

Shunko Maru, Japanese str., 5,027
tons, Capt. H. Egusa, from
Moji, buoy No. A10.—O.S.K.

Solviken, Norwegian str., 1,435 tons,
Capt. N. Norvalis, from Pak-
hoi, buoy No. A6.—Sing Kee.

Taiyuan, British str., 2,100 tons,
Capt. W. Forrater, from Can-
ton, buoy No. 321.—B. & S.

Tokiwa Maru, Japanese str., 4,280
tons, Capt. H. Itani, from Singa-
pore, buoy No. A1.—N.Y.K.

CLEARANCES.

Wednesday, November 18

Chinhua, for Dalny.
Chung Kong, for Tourane.
Clara Jebson, for Saigon.
Guatav Diederichsen, for Singapore.
Kittangata, for Hongay.

Kitawa, for Swatow.
Kingyuan, for Canton.
Lushan Maru, for Swatow.
Nasusan Maru, for Hongay.

Shelton, for San Francisco.
Taiyuan, for Amoy.
Tonjer, for Canton.
Tokiwa Maru, for Kobe.

Venezia-L, for Shanghai.

CONSIGNEES' NOTICE

Consignees of Cargo ex s.s.
Venezia-L are reminded to take
delivery of their goods which will
be subject to rent after November
23.

WARSHIPS IN PORT.

The following British warships
were in harbour to-day:—

Berwick—No. 3 buoy.
Bruce—South wall.
Cornwall—No. 5 buoy.
Hermes—No. 1 buoy.
Herald—No. 7 buoy.
Kent—North arm.
Marazion—No. 12 buoy.
Medway and Suba—No. 2 buoy.
Moorhen—East wall.
Olympus—In dock.
Porosus—In dock.

Seamew—North wall.
Suffolk—West wall.
Seraph—North wall.
Serapis—North wall.
Somme—North wall.
Sopoy—North wall.

Sirdar—Kowloon wharf.
Sterling—Kowloon wharf.
Stormcloud—In dock.
Tamar—Basin.

Thracian—Talkoo dock.
Foreign Men-of-War.
Argus—French gunboat.
Helena—American gunboat.
Mindanao—American gunboat.
Gli Enanes—Portuguese transport.

STEAMER MOVEMENTS.

The P. & O. s.s. Kashgar left
Shanghai for this port on Novem-
ber 17 at 4 p.m., and is due here
on November 20 at about 6 a.m.

POST OFFICE NOTICE.

NEW YEAR PARCEL MAIL FOR GREAT BRITAIN.

The New Year Parcel Mail for Great Britain will be closed in
the General Post Office at 5 p.m. on November 20 per s.s. Kashgar.
This mail is due in London on December 27.

CHRISTMAS LETTER MAIL FOR GREAT BRITAIN VIA SUEZ.

The Christmas Letter Mail for Great Britain via Suez will be
closed in the General Post Office on November 21 per s.s. Kashgar as
follows:—

Registered Mail 9.45 a.m., 21st November.
Ordinary Mail 10.30 a.m., 21st November.
This mail is due in London on December 21.

INWARD MAILS.

THURSDAY, NOVEMBER 19.

Calcutta and Straits Sirdhana

Europe via Suez (Letters and Papers, Lon-
don, Oct. 22, and Parcels, Oct. 15) Corfu

FRIDAY, NOVEMBER 20.

U.S.A., Canada, Japan & Shanghai (Seattle,
Oct. 31) President Jefferson

Japan Kitano Maru

Japan and Shanghai Kashgar

OUTWARD MAILS.

THURSDAY, NOVEMBER 19.

Swatow 3 p.m.
Saigon 3.30 p.m.
Samshui and Wuchow 4 p.m.
Japan, Canada, U.S.A., C. and S.
America and Europe via Van-
couver, B.C.

Empress of Asia
(Due Vancouver, B.C., Dec. 7).
Parcels Nov. 19, 3 p.m.
Registration 4.15 p.m.
Letters 5 p.m.

Empress of Asia
Registration Nov. 19, 5 p.m.
Letters 6 p.m.

Shanghai and Europe via Siberia
Registration Nov. 19, 5 p.m.
Letters 6 p.m.

FRIDAY, NOVEMBER 20.

Japan 9.30 a.m.
Swatow, Amoy and Foochow 1.30 p.m.
Shanghai, Japan and Europe via
Siberia Corfu 1.30 p.m.

*Superadded correspondence only.

KAIPING HOUSEHOLD COAL

In Lots of not
less than

1/2-ton:

Delivered to
Peak District

(above Bowen
Road), \$23.00

per ton.

Delivered to
Bowen Road

and Lower
Levels, \$21.00

per ton.

Delivered to
Peak District

Road, \$23.00

per ton.

Delivered to
Kowloon, \$19.00

per ton.



Orders should
be sent in writ-
ing at least 24
hours before
the Coal is re-
quired.

All orders
must be accom-
panied by Cash,
Cheque, or
Comprode Order
payable to "The Kailan
Mining Ad-
ministration."

THE KAILAN MINING ADMINISTRATION.

Head Office:—TIENSIN.

DODWELL & CO., LTD., Agents, Hong Kong.



6 A.M. FRIDAY,
20TH NOVEMBER
sailing for
Victoria & Vancouver
via Shanghai and Japan
one of the

BIG 4

"IMPRESS OF ASIA"

White Empresses are the fastest
liners on the Pacific

12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN
TO CANADA AND U.S.A.

	Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Honolulu	Vancouver
Emp. of Asia	Nov. 20	Nov. 23	Nov. 24	Nov. 25	Nov. 26	Nov. 28	Dec. 7
Emp. of Canada	Dec. 5	Dec. 8	Dec. 9	Dec. 10	Dec. 11	Dec. 12	Dec. 20
Emp. of Russia	Dec. 18	Dec. 21	Dec. 22	Dec. 23	Dec. 24	Dec. 25	Jan. 4
1932	1932	1932	1932	1932	1932	1932	1932
Emp. of Japan	Jan. 2	Jan. 5	Jan. 6	Jan. 7	Jan. 8	Jan. 9	Jan. 17
Emp. of Asia	Feb. 5	Feb. 8	Feb. 9	Feb. 10	Feb. 11	Feb. 12	Feb. 22
Emp. of Canada	Feb. 20	Feb. 23	Feb. 24	Feb. 25	Feb. 26	Feb. 27	Mar. 6
Emp. of Russia	Mar. 4	Mar. 7	Mar. 8	Mar. 9	Mar. 10	Mar. 11	Mar. 21
Emp. of Japan	Mar. 15	Mar. 18	Mar. 19	Mar. 20	Mar. 21	Mar. 22	Mar. 28
Emp. of Asia	Mar. 25	Mar. 28	Mar. 29	Mar. 30	Mar. 31	Apr. 1	Apr. 11
Emp. of Canada	Apr. 9	Apr. 12	Apr. 13	Apr. 14	Apr. 15	Apr. 16	Apr. 27
Emp. of Russia	Apr. 22	Apr. 25	Apr. 26	Apr. 27	Apr. 28	Apr. 29	May 9
Emp. of Japan	May 7	May 10	May 11	May 12	May 13	May 14	May 23
Emp. of Asia	May 20	May 23	May 24	May 25	May 26	May 27	June 6
Emp. of Canada	June 4	June 7	June 8	June 9	June 10	June 11	June 22
Emp. of Russia	June 17	June 20	June 21	June 22	June 23	June 24	July 4

CANADIAN AUSTRALASIAN LINE

between

VANCOUVER, VICTORIA

and

HONOLULU, SUVA, NEW ZEALAND, AUSTRALIA

The White Empresses connect at Honolulu with

C.A. Line Ships Aorangi and Niagara.

For further information please apply to:

Canadian Pacific

THE WORLD'S GREATEST TRAVEL SYSTEM.

Telephones: Passenger 20752.

Freight 20042.



LONDON SERVICE.

"PATROCLUS" 24th Nov. For Marseilles, London, Rotterdam and Glasgow
"ACHILLES" 8th Dec. For Marseilles, Calcutta, London,
Holland and Hamburg

LIVERPOOL SERVICE.

"NELEUS" 20th Nov. For Port Said, Liverpool and Havre
"ULYSSES" 16th Dec. For Port Said, Genoa, Havre, Liverpool
and Glasgow

NEW YORK SERVICE.

"ADRASTUS" 9th Dec. For Boston, New York, & Baltimore
via Philadelphia, Port of Spain and Singapore

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)
"PROTEUS" 21st Nov. For Victoria, Vancouver & Seattle
"ION" 18th Dec. For Victoria, Vancouver & Seattle

INWARD SERVICE.

"MENTOR" Due 23rd Nov. For Shanghai, Kobe and Yokohama
"HELENUS" Due 20th Nov. For Shanghai, Kobe and Yokohama

Also cargo steamers with limited passenger accommoda-
tion at specially reduced fares.
For freight, passage rates and information apply to the
undermentioned.
All bookings are subject to the provisions of the Com-
pany's Bill of Lading.

Butterfield & Swire,

Agents.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday Is., Cairns, Townsville,
Brisbane, Sydney and Melbourne.

P. & O.-British India Apcar and Eastern & Australian Lines

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MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
KASHGAR	9,000	21st Nov.	Marseilles, London, Rotterdam, Antwerp & Hull.
KIDDERPORE	5,300	1st Dec.	Straits, Colombo & Bombay.
KAJPUTANA	17,000	5th Dec.	Marseilles & London.
CORFU	15,000	19th Dec.	Marseilles & London.
SOMALI	8,800	26th Dec.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
RAWALPINDI	17,000	1932	Bombay, Marseilles & London.
KARMA	9,000	16th Jan.	Marseilles, L'don, R'dam & A'werp.
CHITRAL	15,000	30th Jan.	Bombay, Marseilles & London.
KASHMIR	9,000	13th Feb.	Marseilles, L'don, R'dam & A'werp.
NALDERA	15,000	27th Feb.	Bombay, Marseilles & London.
SODAN	8,800	6th Mar.	Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
CARTHAGE	15,000	12th Mar.	Marseilles & London.
KAJPUTANA	17,000	26th Mar.	Marseilles & London.
CORFU	15,000	9th Apr.	Marseilles & London.
RAWALPINDI	17,000	23rd Apr.	Bombay, Marseilles & London.
KARMA	9,000	7th May	Bombay, Marseilles & London.
CHITRAL	15,000	21st May	Bombay, Marseilles & London.

* Cargo only. † Calls Casablanca. ‡ Calls Djibouti.
Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Redif Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

		1931		
TAKADA	7,000	2nd	Dec.	Singapore, Penang & Calcutta.
SIRDHANA	8,000	16th	Dec.	
TILAWA	10,000	24th	Dec.	

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	7,000	1931 2nd Dec.	Manila, Rabaul, Brisbane, Sydney & Melbourne.
NANKIN	7,000	1932 2nd Jan.	
NELLORE	7,000	80th Jan.	

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

CORFU	15,000	20th Nov.	Shanghai, Kobe & Yokohama.
SIRDHANA	8,000	20th Nov.	
KHYBER	9,000	28th Nov.	
TILAWA	10,000	4th Dec.	
RAWALPINDI	17,000	18th Dec.	
NANKIN	7,000	7th Dec.	
SANTHA	8,000	18th Dec.	
KARMA	9,000	18th Dec.	
CHITRAL	15,000	1st Jan.	
TALMA	10,000	8th Jan.	
NELLORE	7,000	4th Jan.	
KALYAN	9,000	9th Jan.	
TAKADA	7,000	15th Jan.	
KASHMIR	9,000	16th Jan.	
SODAN	8,800	20th Jan.	
NALDERA	15,000	29th Jan.	
TANDA	7,000	5th Feb.	
CARTHAGE	15,000	12th Feb.	
KAJPUTANA	17,000	20th Feb.	

* Cargo only.

All dates are approximate and subject to alteration without notice.
All Cabins are fitted with Electric Fans or Punka Louvre System.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 5 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For further information, Passage, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

THE "LUNG."

New Submarine Escape Apparatus.

Preliminary tests of new methods of using the "lung," the American Navy's submarine escape device, have indicated the feasibility of evacuating the crew of a disabled submarine in a quarter of the time heretofore considered practicable, writes Rex Collier.

The experiments, conducted for the past few weeks at the Navy Yard in Washington, constitute the latest step of naval experts towards submarine safety. The "lung" development comes in the wake of successful tests with the Navy's new auxiliary rescue apparatus, the "bell." Under present methods of employing the "lung" an individual breathing device invented by Frank Hobson, a civilian engineer in the Navy Department; Lieut. C. B. Momen, Navy submarine expert, and Chief Gunner Clarence L. Tibbals, noted Navy diver, the escaping men must retard their ascent to the surface by a series of halts at depths indicated by markers on a buoy line.

This "instalment plan" of reaching the surface was believed necessary to avoid too rapid expansion of air in the body, with consequent serious or fatal results. The chief drawback to the intermittent type of ascent was the delay occasioned in completing rescue of the entire crew of a stricken vessel. Submarine crews range in strength from 33 men in small boats to 87 men in the biggest vessels.

Time is a vital factor in submarine rescue work. Subjecting the crew of a submarine to high pressures and cold temperatures of great depth while they await their turns to ascend is as perilous as too rapid ascent. While biding their time, remaining members of the crew must stand in a flooded compartment. At a depth of 300 feet the sea pressure would be approximately 150 pounds and the temperature, except in tropical waters, would be near freezing.

It was with a view to speeding up the escape process that experiments were undertaken in the big pressure tank at the Navy Yard. In the tests so far conducted, the delayed ascent plan was discarded in favour of a quicker, non-stop ascent, timed carefully to preclude serious physiological reactions. Repeated tests with Navy volunteers have proved successful for depths up to 100 feet. Tests at greater depths are to be undertaken later. The subjects of these experiments have suffered no ill effects.

If the tests prove conclusively the feasibility of the new plan, it is expected the U.S. Navy will adopt a new type of line for "lung" escapes. The present type consists of a rope fitted with nine wooden markers or stops, spaced ten feet apart for a distance of 100 feet below the surface. In making his escape, the "lung-equipped" victim slides up the line to the first marker, halts for a designated count, proceeds to the next marker for another halt, and so on until he finally emerges some minutes later. The theory was that the stops would permit ex-

panding air in the body to dissipate gradually, instead of forming large bubbles to clog the blood stream and tissues.

Under the new plan, the buoy lines would need no markers. The members of the crew would ascend the line hand over hand, making steady but slow progress towards the surface. It has been found that the expanding air leaves the body through the mouth and pores without deleterious effects, providing the ascent is gradual.

It has been shown that the maximum safe rate of ascent is about one foot a second. If the speed is greater than that, the body is unable to throw off the excess of expanding air and death may result from a ruptured lung. During the World War several members of German submarine crew literally "exploded" on being shot to the surface from torpedoed vessels. One submarine commander saved himself from this fate by retarding his ascent with his hands and feet. He described in a report the gruesome fate of some of his men who were less resourceful.

This effect differs technically from the "bends," which is a condition induced by subjection to high water pressures for long periods. In the bends, air is forced into the blood stream in the form of small bubbles, which tend to clog the arteries, impede circulation and slow down the heart action. The remedy is recompression in a special pressure chamber, followed by a gradual decompression to allow the air to dissipate naturally. — Singapore Free Press.

HOME VIA AUSTRALIA.

The "Giant Bridge" over Sydney Harbour, New South Wales, is to be officially opened on March 19, 1932, and a Carnival Week is being arranged which will last until Easter Week.

Brief details of the bridge are as follows:—

Length of span, 1,550 feet.

Total length of span including approaches, 3,370 feet.

Total weight of steel-work, 50,300 tons.

Height of chord of arch, 400 feet above sea-level.

Bridge built by Messrs. Dorman Long & Co., Ltd., Middlesbrough, England.

In connection with the above a special Round Tour "Home via Australia" has been arranged, leaving Hong Kong by the a.s. Changtong on February 20, connecting at Sydney with the Orient Liner R.M.S. Orford (20,000 tons). Messrs. Butterfield & Swire are booking agents for this Round Tour.

THE KWONG HIP LUNG CO. LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two slipways and can accommodate any craft of 200 feet long.

Town Office: 64, Connaught Road Central, Hong Kong. Tel. 20459.
Shipyard: Sham-shui-po, Kowloon, Hong Kong. Kowloon Tel. 57000.
Estimates furnished on application.

Hong Kong, April 1, 1924.

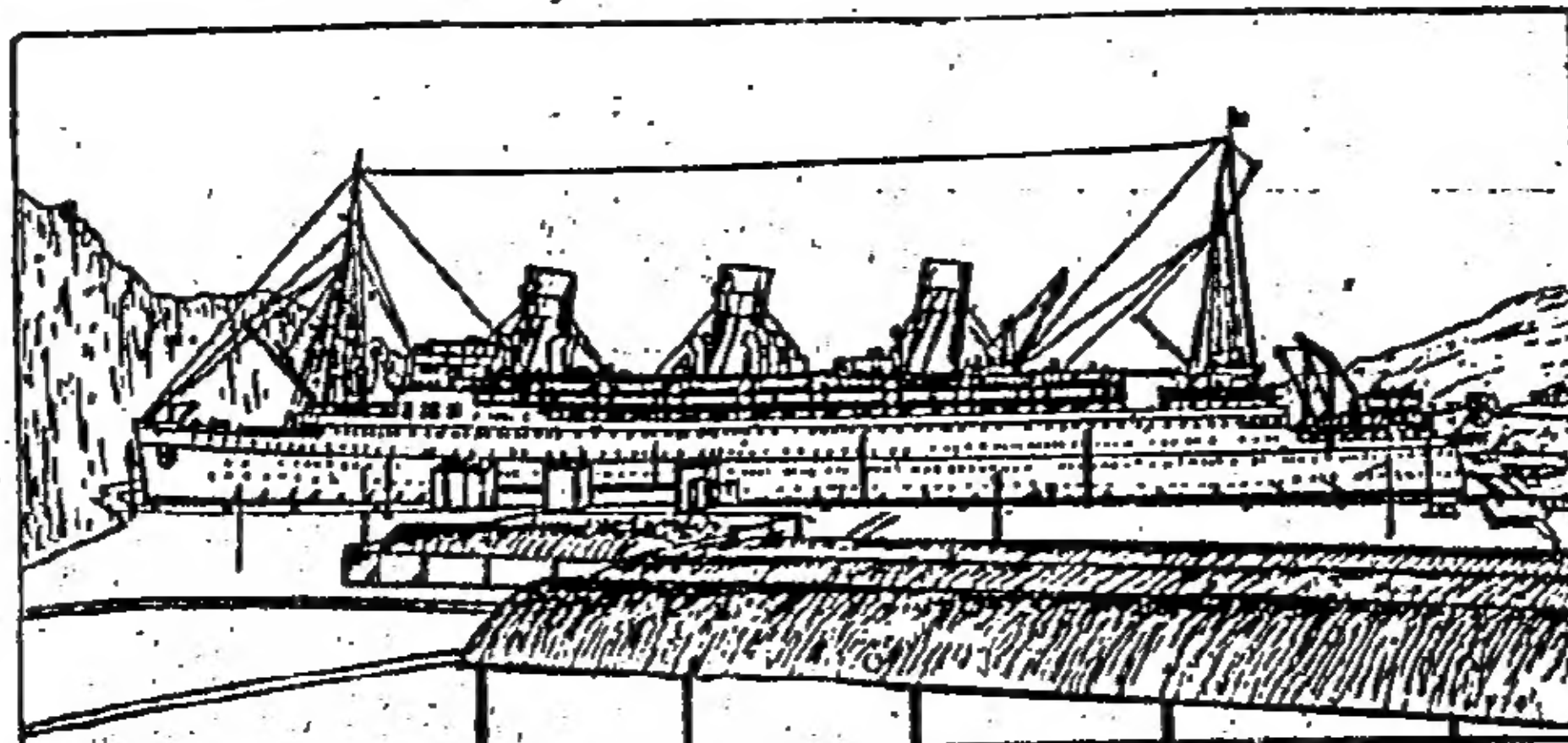
THE HONGKONG & WHAMPOA DOCK CO., LTD.

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List of
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T.S.S. "EMPRESS OF JAPAN."

In No. 1 Dock. Dimensions:—655'0" O.A. x 85'6" x 48'6" Dtd. 28,000 tons Gross.

The Company possesses Six Granite Docks and Two Patent Slipways.

The dimensions of No. 1 Dock are 700'0" x 88'0" x 30'6" over all, H.W. O.S.T. Salvage tug "Henry Rowick," 2,000 L.H.P. Wireless Call Signal V.P.R.T. and Flag Call Signal T.H.Q.B. Sheerlegs capable of lifting 80 tons.

Codes Used: A.I., A.R.C. Fifth Edition: Engineering, First and Second Edition. Western Union, Bentley and Watkins.

Kindly send enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hongkong.



CLAREMONT

PRIVATE HOTEL.

Austin Road, Kowloon.
(Facing the Kowloon Cricket Club. Four minutes from ferry by bus.)

Suites of rooms (single and double), hot and cold water system, all modern sanitation, private bathrooms attached.

EXCLUSIVE TABLE

entirely under European management.
Hotel has a splendid aspect in one of the finest locations in Kowloon, away from noise, yet easily accessible.
Terms very moderate. Reservations by letter or cable.

CLAREMONT

Tels.: 57389 & 57385 (Private).
Telegraphic Add.: "Fern" H.K.
Our motto is "SERVICE."

HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E.; 00h. is midnight, 12hrs. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to the depths given on the chart unless preceded by an asterisk (*), when they should be subtracted from the depths.

November 19 to 25, 1931.

DATE	HIGH WATER	LOW WATER
Nov.	Standard Times	Ht. Standard Times
Thurs. 19	11 10 19 18 14 46 1 23	11 26 13 40 5 36 12 00
Fri. 20	12 20 19 28 15 50 2 30	12 36 14 40 6 40 1 00
Sat. 21	13 20 20 30 16 50 3 30	13 36 15 40 7 40 2 00
Sun. 22	14 20 21 30 17 50 4 30	14 36 16 40 8 40 3 00
Mon. 23	15 20 22 30 18 50 5 30	15 36 17 40 9 40 4 00
Tues. 24	16 20 23 30 19 50 6 30	16 36 18 40 10 40 5 00
Wed. 25	17 20 24 30 20 50 7 30	17 36 19 40 11 40 6 00



REDUCED ROUND TRIP
RATES
To CANADA and UNITED
STATES

ALL YEAR ROUND TRIP TICKETS —
Hong Kong to Victoria (CANADA).
Vancouver (CANADA).
Seattle (U.S.A.)
San Francisco.
Los Angeles.

and return — First Class G\$656.25.
Time Limit. — One Year.

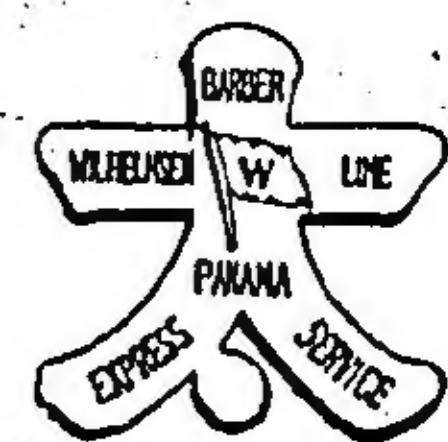
SUMMER ROUND TRIP TICKETS —
Hong Kong to Victoria (CANADA).
Vancouver (CANADA).
Seattle (U.S.A.)
San Francisco.
Los Angeles.

and return — First Class G\$565.00.
Special Class ... G\$297.00

Summer Round Trip tickets will be on sale during the months of June, July and August, 1932. Return limit December 31. SPECIAL CLASS cabins are available on all "President Liners" to Seattle at fortnightly intervals, and on our splendid new "PRESIDENT HOOVER" AND "PRESIDENT COOLIDGE" to Honolulu, San Francisco, Los Angeles, Panama Canal, thence to New York.

We shall be glad to furnish further information on request.

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BARBER WILHELMSEN LINE

THE PREMIER ALL WATER ROUTE TO NEW YORK
and other U.S. Atlantic Ports via Panama.

All vessels call at SAN FRANCISCO and LOS ANGELES en route.

Passengers desiring to travel by this interesting route will find the accommodation provided well up to their expectations, and at a cost most reasonable.

42 Days To New York.

For Passenger and Freight information please apply:—

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Queen's Buildings. Telephone 28021. Agents.

BRITISH WUCHOW LINE

SAILING DATES FOR NOV. 1931 (Subject to Change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 3 p.m.

Steamer.	Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
TAI MING	FRI. 20th	SUN. 22nd	MON. 23rd	TUES. 24th
TAI HING	TUES. 26th	THURS. 28th	FRI. 29th	SAT. 30th
TAI MING	THURS. 26th	SAT. 28th	SUN. 29th	MON. 30th
TAI HING	MON. 30th	WED. 2nd	THURS. 3rd	FRI. 4th

Regular Service of Fast, High Class River Steamers having good accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloon. The s.s. "Tai Hing" is fitted with Wireless.

Ports of Call—Samshui, Shumshui, Takshing & Doshing. Fare Return (not including meals) \$20.00. Meals and Wines are to be obtained on board.

Hong Kong Arrivals & Departures from Tai Hing Wharf. For information apply to—
20, Connaught Road, West. **SANG WO Co., Ltd.**
Phone 20893.

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JUST RECEIVED
SPECIAL CONSIGNMENT OF
LINGERIE (LATEST DESIGNS)
LOUNGING PYJAMAS.

NOW ON VIEW AT
7, CHATER ROAD
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PENINSULA HOTEL,
KOWLOON.
TEL. 58981.

The China Mail.

ESTABLISHED 1845.

HONG KONG, THURSDAY, NOVEMBER 19, 1931.

DENTALINE

(Concentrated Antiseptic)
Is more than a mouth-wash — it actually
KILLS GERMS

Dentaline is an Antiseptic Germicide and Astringent.
Properly diluted it is delightful to taste and
refreshing to use.

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Asiatic Building. Tel. 20945. Queen's Road

CENTRAL

TO-DAY TO SATURDAY

AT
2.30, 5.10, 7.15 & 9.20 p.m.



OWELL SHERMAN, BARBARA STANWYCK, LADIES OF LEISURE
A COLUMBIA PRODUCTION

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STARTING SUNDAY
ANOTHER BRITISH SUCCESS

GREEK STREET

A
GAUMONT
BRITISH
TALKING
SINGING
AND
MUSICAL
ROMANCE



featuring
SARI MARITZA
WILLIAM FRESHMAN
& BERT COOTE

The romance of a little cabaret
singer in Soho, London's Latin quarter

COMING VERY SOON!

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IN

"HOLIDAY"

A triumph of the talking Screen.

AN RKO PATHE SUPER SPECIAL

Production

IMPRESSIONS OF JAPAN.

Dame Clara Butt's
Return.

Dame Clara Butt, back in England for her Autumn tour after a year's triumph in the East, told me something that should send every operatic impresario straight to Tokyo, writes H. E. W. in the Manchester Guardian.

She was talking of her experiences in Japan, of their splendid concert-halls, and their enthusiastic audiences. Incidentally I may say that she sang to them in Japanese, so they had some reason to let themselves go. But what chiefly impressed Dame Clara was not the pleasure she gave them—but the pleasure they gave her.

"The Japanese," she declared, "are a race of tenors. Pure tenors—I heard them everywhere. And their women singers—they are all sopranos—have a lovely quality. But they don't run to basses." If the next Pinkerton at Covent Garden isn't a Japanese I will never believe in the International Season again.

Dame Clara talks with an enthusiasm which is controlled by the good Anglo-Saxon quality of commonsense. No diva who has sung to the world for a generation could speak of her life's work more placidly. She admits to never having been subject to nerves. "A singer's life is the perfect one"—and she only qualifies this by admitting that there are worries when you get away from the concert platform. Talking to people is often harder work than singing to them.

A sly hit, and I change the subject by recalling to Mr. Kennerley Rumford when we last met on the cricket-field.

Dame Clara Butt laughs, "That's his passion," she says. "Once he brought me back post haste from Australia because he wanted to be in Britain by May. I thought he had some wonderful engagement. He had, but it was on the cricket-field."

SEQUEL TO FLIGHT OVER ROME.

Two Germans To Be Expelled
From France.

The two Germans who are alleged to have sold to Signor di Bosis, the young Italian, the aeroplane with which he made his audacious propaganda flight over Rome, when he dropped anti-Fascist leaflets, are to be expelled from France.

Meanwhile there is still no news of the young flyer, who is believed to have deliberately thrown away his life after dropping the leaflets by steering his machine out over the sea to Corsica, well knowing there was not enough petrol to take him there.

Edward Crewe, 24, tailor, who pleaded guilty at London Sessions to stealing a quantity of cigarettes from a public-house in Frith Street, W., was asked by the chairman if he would like to be put back until next Sessions so that the police could make further inquiries. "No," replied Crewe. "It will cost the country more money. I will take my sentence now." When sentenced to twelve months' imprisonment he replied, "Thank you very much, my lord."

FICKLE WOMAN.

Dictator Not Slave Of
Fashion.

Mr. Edward H. Symonds, president of the British Fashions and Fabrics Bureau, addressing the Halifax Textile Society said:

"From the days of the Garden of Eden, women have never been content with any one form of costume for a period of long duration. If women had remained satisfied with fig-leaves, fashion creators would have had to go in for gardening."

"Had such been the case, I am sure manufacturers would have produced for women's wear many gracefully shaped and beautifully coloured fig-leaves."

"Nowadays women are more self-assertive and of more independent judgment than their forbears."

FAIR GENERALLY.

The Royal Observatory's report issued this morning states:—

The anticyclone has weakened considerably and is now central over Korea.

The typhoon appears to be about 200 miles North of Yap, moving W.N.W.

Forecast:—N. E. winds, fresh, fine generally.

Typhoon Warning.

The following telegram was received from the Manila Observatory by the American Consulate General this morning:

Manila November 19, 11 a.m. Typhoon in about 188 degrees Long. E., 12 degrees Lat. N., moving W.N.W.

Rainfall.

Rainfall for 24 hours ended at 10 a.m. to-day nil. Total since January 1, 75.88 inches against an average of 81.53 inches—deficit 5.70 inches.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	65
Macao	65
Pratas Island	72
Poochow	62
Amoy	65
Chefoo	32
Shanghai	50
Manila	77
Swatow	64

Modern women are definitely fashion and colour conscious, and you won't find them allowing manufacturers, fashion creators, or any other members of the male community to dictate to them as to the kind of goods they should buy.

"They decide for themselves what they would like to buy, and they are not at all nervous in saying out-right and in very blunt language if they don't like either a fashion, a fabric, or anything else."

"You have heard it said that women are the slaves of fashion, and that fashion is fickle. Don't believe either. It is the women who are fickle, not fashion. And fashion is the slave of women in catering for their love of changes."

"MENACE" TO ENGLAND.

Cardinal Bourne On
Russia.

Cardinal Bourne, speaking at Watford (Herts) Catholic Church recently, described Russia as the greatest danger to the civilised world that had existed for many a long day.

"It is a menace and a danger to us here in England, and Catholics must pull their whole weight in opposition to the subversive influences which Russia is trying to spread all over the world. They are at work everywhere, very skillfully and as secretly as possible."

"The mischief they have already done is beyond calculation. Their method is to get hold of people who are discontented and dissatisfied. We have a large number of unemployed, and on that account the Russian Bolsheviks have a field in which to work such as they never had before. We must be on our guard against the doctrines which are being preached by these men."

"Catholics must realise that authority must be respected, and that no good purpose could possibly be served and no end obtained by following the methods which have brought Russia to a state of utter degradation. Do not believe that anything you read about Russia is exaggerated or short of the truth. We may go through a period of great difficulty if we do not set ourselves as adamant against these things."

A SCENT FOR EVERY MOOD.

Miss America Needs Forty Bottles
Of Perfume.

No longer is the chic American woman to be identified by one particular perfume, say New York fashion experts.

The discriminating woman goes in for perfume to suit the hour, the occasion and the mood as well as her personality.

The result is that on her dressing table is an array of bottles, sometimes as many as forty.

In the morning the smart fashion is for single flower odours—lily, rose, sweet pea, lily of the valley—according to the wearer's fancy. For luncheon and afternoon the vogue is for bouquet fragrances.

The late evening hours and the moonlight call forth "the Oriental, the indefinite, the challenging" perfumes.

ADOPTING A SCOUT FOR HALF-A-CROWN.

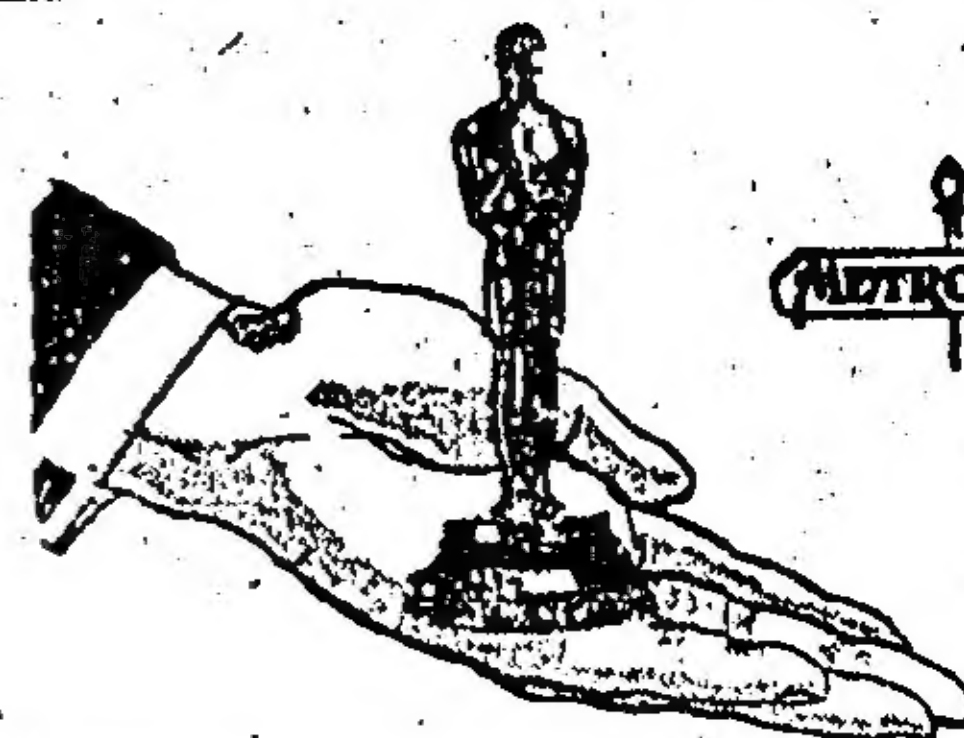
The City of Stoke-on-Trent Boy Scouts have hit on a novel idea for an appeal for funds they have just launched.

There are approximately 2,500 Scouts in Stoke-on-Trent. They have made the same number of cheery cut-out figures of Scouts and want members of the public to adopt one of these models for half-a-crown. Their aim is to have one plywood Scout adopted for each Scout in the district.

Over his left pocket there is a miniature gilt Service Star and there are spaces for more. If at the end of the year a friend wishes to adopt his "Scout" for a further year he is given another Service Star as a receipt.

AMUSEMENTS

AT THE **QUEEN'S** FINAL SHOWINGS
TO-DAY
At 2.30, 5.10, 7.15 & 9.20.



FOR her marvellous performance in "The Divorcee," lovely Norma Shearer was given the highest award in filmdom.
She is here now in a picture of modern love that is already hailed as the best picture of the year!

GEORGE FITZMAURICE
Production

Norma SHEARER

STRANGERS MAY KISS

A Metro-Goldwyn-Mayer picture

Robt. Montgomery
Nell Hamilton
Marjorie Rambeau
Irene Rich

From the
best selling
novel by
URSULA
PARROTT



TO - MORROW

WARNER BROS. present

HOLD EVERYTHING

Old Man Gloom takes the count in this Singing, Talking Technicolor Fun Fest.

with
JOE E. BROWN
and
WINNIE LIGHTNER
GEORGES CARPENTIER
ABE LYMAN'S FAMOUS BAND
and a host of others.
ENTIRELY IN TECHNICOLOR

A Two-Fisted Comedy Knockout!

HOLD EVERYTHING

Hold Everything for "HOLD EVERYTHING" Has Everything

AT THE **STAR** TO-DAY TO SATURDAY
AT 2.30, 5.20, 7.20 & 9.20.

Metro-Goldwyn-Mayer presents

"Lord Byron of Broadway"

with CHARLES KALEY-ETHELIND TERRY.



Don't let a Cough
Torture you—take

RESIVAL



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